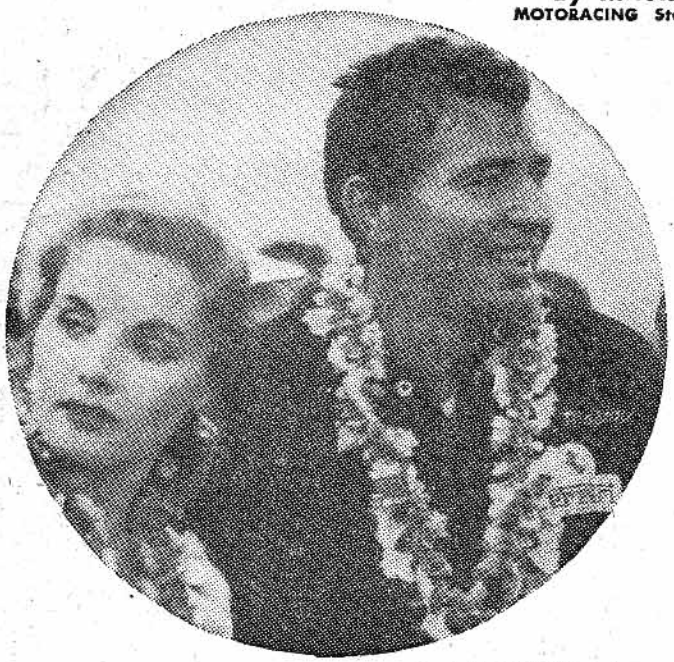
MOTOR RACING

Vol. 3—No. 3 (Published Bi-weekly) except last issue of calendar year Los Angeles, Calif. 15c © Nov. 15-22, 1957

Hansgen, Gregory and Shelby Top Riverside Race Entries

By MAURY POWELL
MOTORACING Staff Correspondent



—MOTORACING Photo

CARROLL SHELBY AND JAN HARRISON
After Spa Victory . . . Riverside This Weekend

WALTER HANSGEN NO. 1 D-JAG DRIVER IN U.S.
He's Entered in Big National Race at Riverside

RIVERSIDE, Nov. 13—SCCA's triple-header West Coast National Championship series comes to a frothing finale here at Riverside International Motor Raceway's 3.2-mile course Nov. 16-17, with everything pointing to this being the "gasser" of them all.

Race Co-ordinator George Cary, Jr., who got the frigid finger from Fate at Palm Springs earlier this month when chill weather set in and cut down the crowd, announces two big names for this one.

He hit the jackpot with Walt Hansgen, Westfield, N.J., who has been giving everybody the "Mark of Zorro" treatment with Briggs Cunningham's white 3-8 D-Jag throughout the East; and Masten Gregory, Kansas City, one of the few Americans to cut the mustard with a European factory team.

I. W. Stephenson, team manager for Temple Buell of Denver, Colo., phoned Cary from Miami today that Gregory's 4.7 Maser would be flown to Los Angeles from Florida. Repairs have been made, Gregory having flipped the car during the Caracas meet.

HANSGEN BIG ATTRACTION

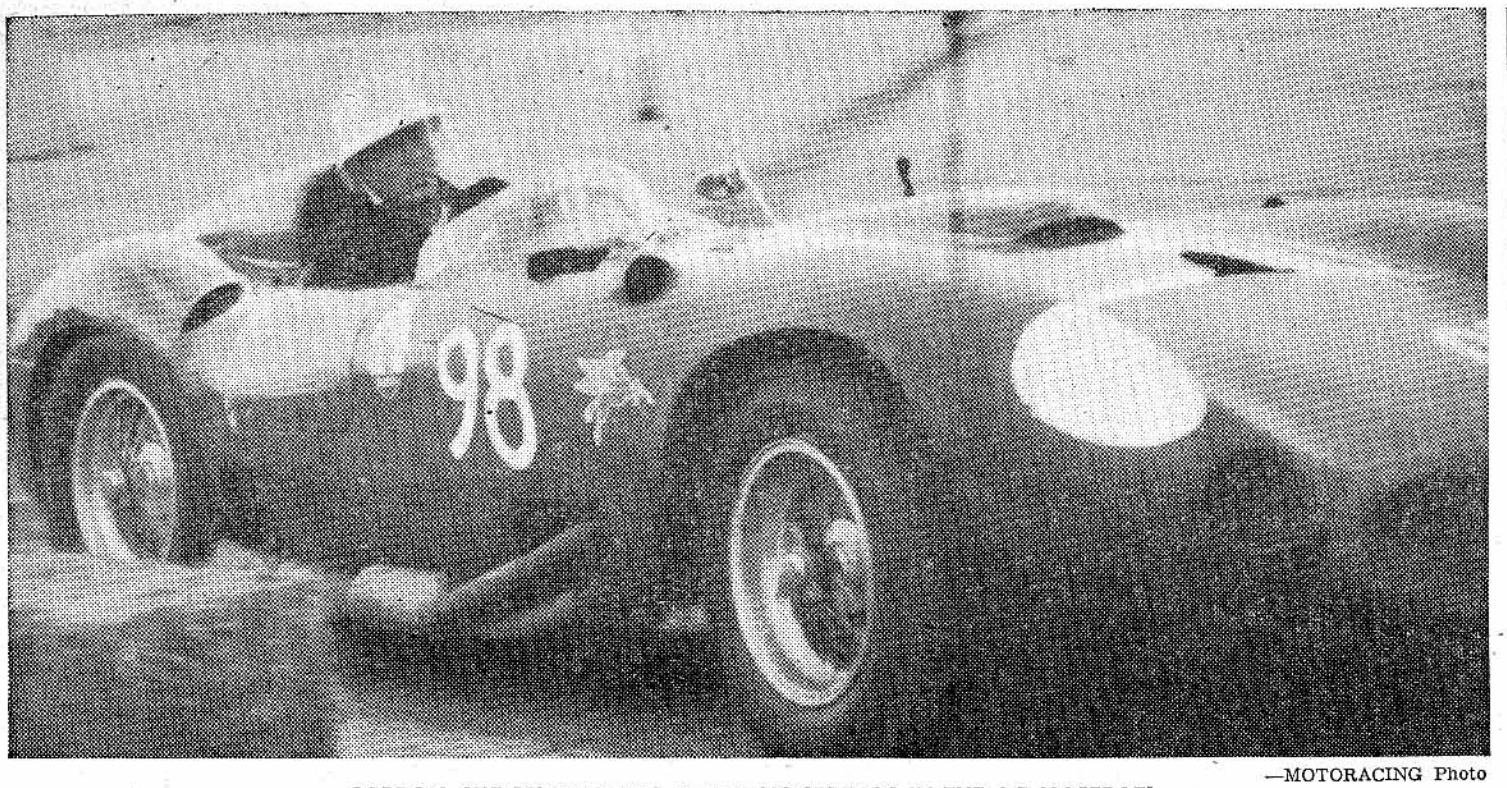
Hansgen comes here fresh from a string of wins over the East's finest, his latest being recorded at the new Virginia International Raceway, Danville, Va., several weeks ago.

Another Atlantic Seaboard ace is smooth-driving Paul O'Shea, Port Chester, N.Y., a mean man with the new Mercedes-Benz 300SLS. He was third behind Pete Lovely and John von Neumann at Pebble but should go better on this course.

Carroll Shelby, peerless at Palm, cannot be counted out despite a fourth at Pebble. His tire combination on the 3-liter Maser wasn't right, according to Chief Mechanic Joe Landaker, but the Dallas, Tex., ace will be in the thick here with John Edgar's 4.5 Maser.

Johnny von Neumann heads up the Ferrari fire brigade with his silvery 2.5 Testa Rossa. He's augmented

(Continued on Page 9, Col. 3)



—MOTORACING Photo

CARROLL SHELBY WINNING AT PALMS SPRINGS IN THE 4.5 MASERATI

Special Deal At Riverside

You can watch the Riverside SCCA National in style under a plan offered by Race Co-ordinator George Cary. He's featuring a Paddock Area under a covered grandstand in the infield directly opposite the pits.

Special parking and buffet luncheon will be available. Tab for two days, including general and paddock admission, is $5. For Sunday only it's $3. Tickets may be purchased at a special paddock entrance. Otherwise, plain old general admission is $2 for Saturday and $2.50 Sunday. Action starts 1 p.m. Saturday, noon Sunday.

MORTON PASSES

West Coast friends of Jack (Windy) Morton, Miami, Fla., were saddened at news of his death this week. The 44-year-old driver won Sebring's Class C laurels with a stock Jaguar in 1952. Morton, who's been racing since 1951, died of cancer at Doctors Hospital, Miami.

MOTOR RACING

Vol. 3—No. 3 (Published Bi-weekly) 44 **15c** Nov. 15-22 1957

60,000 See Lovely Win at Pebble; Shelby Spa Victor

By GUS V. VIGNOLLE
MOTORACING Staff Correspondent

PALM SPRINGS, Calif., Nov. 3—In bitter, unbearable cold, wind and a sprinkling of rain, Carroll Shelby, the lean and lanky Texan from Dallas, powered John Edgar's volatile 4.5 Italian Maserati to victory here today at this world-famous spa.

He did it with ease in the 30-lap feature for modified cars over 1500cc around this tire-consuming 2.8-mile airport course. His margin of victory in this 2nd

Charts on Page 8

National SCCA Palm Springs race was 7 seconds. The winning average was 75.5mph.

A surprise and popular 2nd was Max Balchowsky, of Hollywood, in his Buick-powered backyard bomb, the biggest job in the igloo at 5250cc after Mickey Thompson's Cad Kurtis (5400) was disabled yesterday.

Third in a Class E machine that finished far ahead of much bigger iron was calm, smooth-driving Pete Lovely, of Seattle, in his 2-liter Ferrari Testa Rossa.

Then came Bob Oker, Aston Martin, and Jack McAfee, 3.5 Ferrari. Thirteen finished out of a field of 16.

O'SHEA SEVENTH

Highly-touted Paul O'Shea, of Port Chester, N.Y., the big class D point leader in the National SCCA standings, took 7th in his famed Mercedes-Benz 300SLS roadster, 1 lap and 10 secs. behind Shelby.

Johnny von Neumann, who had won 6 straight races in his 2.5 Ferrari Testa Rossa, went out

(Continued on Page 9, Col. 1-2)

MONTEREY, Calif., Nov. 10 — They revived the most famous road races on the West Coast—Pebble Beach—this weekend at a place called Laguna Seca, just off the Monterey-Salinas Highway, and they staged a spectacular program over a fabulous 1.9-mile course that attracted 60,000 people.

At 11 a.m. today, officials announced the paid attendance at 48,000. Hours later, access roads were so clogged in a massive

Charts on Page 8

traffic jam that autoists could not get to the course.

And all of this despite threatening weather; it did rain lightly a couple of times, but not enough to mar a whopping program that was capped by a victory scored in the over-1500cc race for modified cars by affable, soft-spoken Pete Lovely, a Volkswagen dealer from Seattle. He drove a 2-liter Ferrari Testa Rossa.

The most fantastic thing of all, however, was that the hairy circuit through hilly Fort Ord property and with 9 turns (14 curves), was actually ready. This was a miracle in the history of road course building, for Lou Gold, of the Sports Car Racing Assn. of Monterey Peninsula (SCRAMP), which sponsored the races with the S.F. Region of SCCA, announced that it was

(Continued on Page 9, Col. 4-5)

MASTEN GREGORY, one of the top U.S. pilots, drives a 4.7 Maserati in the SCCA National feature this weekend (Nov. 16-17) at Riverside Raceway. Story on Cover Page.

1937 ROLLS ROYCE CONCOURS VICTOR AT PEBBLE BEACH

PEBBLE BEACH, Calif., Nov. 10—Nature and man teamed up for a magnificent 8th annual Pebble Beach Concours d'Elegance here today on the greensward of the historic Del Monte Lodge, with Frank B. Cox of San Rafael collecting Best-of-Show award thanks to the mint condition of his silver 1937 Rolls Royce.

Thousands of motorcar fans wended their way through the lines of entries arranged according to class, admiring more than 100 imported and domestic marques in 12 groups.

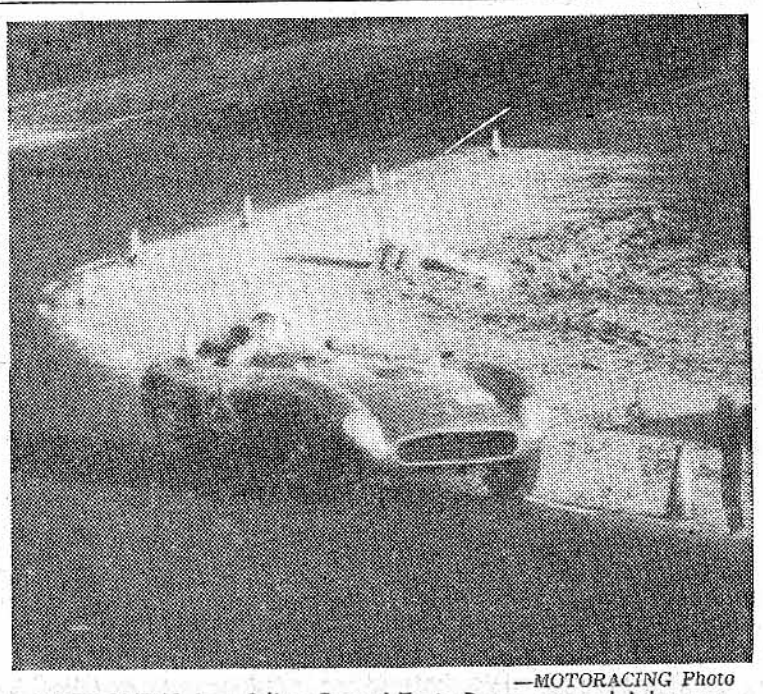
Visiting Southern Californians picked off two blue ribbons—Bill and Angela Steen's 1956

(Continued on Page 3, Col. 4-5)

Coast Victors Gets Awards

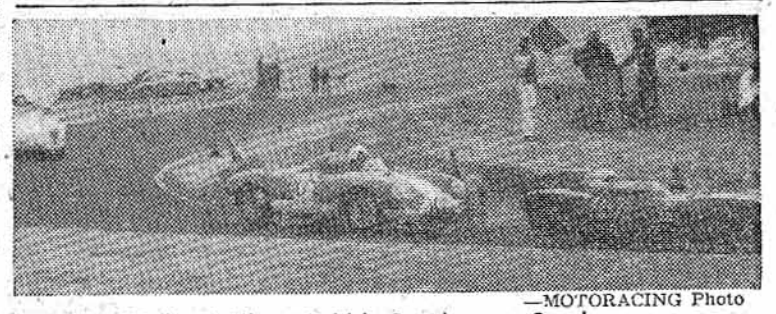
SCCA's Los Angeles Region is posting eight trophies for the high-point scorers competing in the three West Coast Nationals. Two awards are up in each of the over- and under-1500cc modified and production classes.

Points are given on a 6-5-4-3-2-1 basis for Saturday's and double that for Sunday's. Presentations are set during the Riveside Victory Banquet Sunday night at the Mission Inn.



—MOTORACING Photo

PETE LOVELY, in a 2-liter Ferrari Testa Rossa, passed John von Neumann on the 43rd lap and 10 laps later was winner in the SCCA National Pebble Beach big-bore race last Sunday at new Lotus. Johnny Porter, Porsche 550, is rounding turn.



—MOTORACING Photo

MOST OF the thrills at Pebble Beach races Sunday were provided by Jack McAfee, Porsche RS, who came from last in under-1500cc race for modifieds to overtake Pat Pigott and finish second behind Sam Weiss. Here he passes Larry Taylor, Lotus. Johnny Portr, Porsche 550, is rounding turn.

Ferrari Takes World Title As Wrecks Mar Caracas Race

CARACAS, Venezuela, Nov. 3—A first-through-fourth sweep in the Grand Prix of Venezuela clinched the FIA world's sports car title for Ferrari here today. The winning team was Peter Collins of England and Phill Hill of Santa Monica, Calif., in a 4.1 machine, averaging 153.53kph.

Italy's Luigi Musso was second, one lap behind, assisted by Mike Hawthorne of England. Germany's Count Wolfgang von Tripps and Wolfgang Seidel were third. Olivier Gendebien, Belgium, teamed with Maurice Trintignant, France, for fourth.

Maserati had to settle for fifth, with Venezuelans Mauricio Marcotulli and Ettore Chimeri scoring.

Only 18 of the 35 starters completed the grind. Unlucky pilotos included Masten Gregory, who crashed on the first lap in Temple Buell's 4.7 Maser, escaping with minor cuts; Stirling Moss, who steered a similar machine but collided with an AC Bristol; Jean Behra, painfully burned when fuel caught fire after he hopped in to the leading 4.5 Maser to replace Harry Schell, who

(Continued on Page 3, Col. 3)

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• Racing Pow-Wow

By Maury Powell

IMPORTS OUTNUMBER DETROITS IN SHOW

AND AWA-A-A-Y we go . . . to the Auto Show!

Yep, it's that time of year again—the 35th Los Angeles International Auto Show at the Pan-Pacific Auditorium, Nov. 14-24.

No less than 30 imported marques will be represented along with 17 domestics. Humor of this outnumbering of the Detroit irons is that the furriners were initially permitted into the show on a sort of "step-child" basis, with only a few marques at the outset, but within recent years they've pulled a Fifth Column stunt and have sort of "taken over."

Here's the list, as furnished by Publicist **Jack Stratton**— Alfa Romeo, Aston Martin, Austin-Healey, Bentley, Borgward, Citroen, DKW, English Ford, Facel Vega, Ferrari, Fiat, Hillman, Jaguar, Lancia, Mercedes-Benz, MG, MG Magnette, Morris, Opel, Panhard, Porsche, Renault, Rolls Royce, Rover, Simca, Singer, Sunbeam, Triumph, Volkswagen and Volvo.

'Magic of Motion' Show Theme

Chairman **Dan R. Ashcraft's** decorating committee has gone the Sputnik route with flying saucers suspended from the ceiling to carry out the show's theme, "The Magic of Motion." The sponsoring L.A. Motor Car Dealers Associations' general committee includes **Mel Alsbury, Sr., Frank French, Martin Pollard, Phil Hall, Irwin Kaiser** and **Ray D. Wilson,** plus **Ashcraft. Charles H. Elmendorf** is managing director.

★

In our column for Aug. 23-30, we exclusively listed the membership of FIA's U.S. cooperating group—Automobile Competition Committee of the United States (ACCUS). Included were: Charles Moran, chairman, Briggs Cunningham, Harley Earl, William Tuthill and George Rand. Add a new member, William A. Burden, New York City, and you'll have the OFFICIAL group that's already been approved. And you read it here FIRST.

★

Floyd Clymer, noted automotive historian, has done himself proud in the new "Treasury of Foreign Cars" just published by McGraw-Hill. It runs 220 pages with 500 photos and is probably the most comprehensive book of its kind ever printed. Tab is $7.50 and well worth it.

Not long ago we met S. Hattori, representative for the Toyota firm which produces the Toyopet, who says the 4-5 passenger sedan will be sold in the U.S. as soon as market surveys are completed.

Pape Lauds Anti-Float Valve Kit

In our last column we made mention of Webco's terrific new valve spring kits for Porsche, Austin-Healey and MG. **Vince Pape** of the Pit Stop Garage in Burbank phones to confirm the data, explaining that the prototype kit was made for him. "I've had lots of trophies come my way, thanks to that kit," Vince said.

★

Duane Carter, USAC's racing boss, claims the deal is all set again for America's Indianapolis aces to compete in a Monza international classic again next year . . . **Ray Lavely,** Oklahoma racing promoter and sports car enthusiast, is settling in L.A.

FINAL 1957 WORLD DRIVERS' CHAMPIONSHIP STANDINGS

DRIVER AND CAR	Argentina	Monaco	Aintree	Nurburgring	Rouen	Pescara	Monza	TOTAL	Actual (Best of 5)	POSITION
Fangio (Maserati)	8	9*	—	9*	8	6	6	46	40	1
Moss (Vanwall)	1*	—	5*	2	—	9*	8	25	25	2
Musso (Ferrari)	—	—	6	3	7*	—	—	16	16	3
Hawthorn (Ferrari)	—	—	4	6	3	—	1	14	14	4
Brooks (Vanwall)	—	6	4	—	—	—	1*	11	11	5
Shell (Maserati)	3	—	—	—	2	4	1	10	10	6
Gregory (Maserati)	—	4	—	—	—	3	3	10	10	7
Collins (Ferrari)	½	—	—	4	4	—	—	8½	8½	8
Behra (Maserati)	6	—	—	1	1	—	—	8	8	9
Lewis-Evans (Connaught and Vanwall)	—	3	—	—	—	2	—	5	5	10
Von Trips (Ferrari)	—	—	—	—	—	—	4	4	4	11
Menditeguy (Maserati)	4	—	—	—	—	—	—	4	4	11
Trintignant (Ferrari)	—	2	1½	—	—	—	—	3½	3½	13
Scarlatti (Maserati)	—	—	—	—	—	1	1	2	2	14
Salvadori (Cooper)	—	—	2	—	—	—	—	2	2	15
Brabham (Cooper)	—	1	—	—	—	—	—	1	1	16
Gonzalez (Maserati)	1	—	—	—	—	—	—	1	1	16
de Portago (Ferrari)**	1	—	—	—	—	—	—	1	1	16
Gerard (Cooper)	—	—	1	—	—	—	—	1	1	16
Perdisa (Maserati)	½	—	—	—	—	—	—	½	½	20

1st—8 pts.; 2nd—6 pts.; 3rd—4 pts.; 4th—3 pts.; 6—1 pt. Fastest lap—1 pt.
*FASTEST LAP. **DECEASED.

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LETTERS to the Editor

WE WANT MANNEY

We want more Manney! His witty reporting is the best to be found in ANY motor racing periodical.

Give him more space and more money.

Raymond A. Poe
Pacoima, Calif.

THANKS FROM AHOC

On behalf of the Austin-Healey Owners Club, may I take this opportunity of expressing our sincere thanks and appreciation for the very excellent coverage that you gave our recent Anniversary Rallye.

I am sure I speak for all rallye enthusiasts when I say that we are very glad to see your fine publication increase its coverage and reporting of rallye activities. We of AHOC hope that this can be continued in the future.

George O. Prussell
Trophy Chairman
Austin-Healey Owners Club Inc.
Los Angeles

NEW ENGLISH READER

Please enter my subscription. . . . By the way, I am English and have been in the USA only since last June 28. I work at Al Pernett Imported Cars in Riverside. I've been in the trade 30 years and also specialize in tuning.

W. A. Rance
Sunnymead, Calif.

LOOKING FOR CAR

I will place a bonafide order for one Holda-Plate to the first firm to advertise it. . . . Hope your grapevine to England is hot. I'm buying a new car soon after Earls Court—a TR-3 or Morgan, unless something new is announced.

Alan S. Hawver
South San Francisco

MEXICO RALLYE INTEREST

I've finally decided to enter my subscription to MOTORACING. Carroll Shelby threatened to cut off the supply of free copies at his place of business if I didn't. So, here 'tis.

I noticed the article in the October 18-25 issue on page seven concerning a rallye in Mexico. Several people around here, including myself, want more details. Can you tell me who to contact for entry blanks and other information?

Some questions have been raised concerning the "pro" standing one might attain if they entered this event. Although there is no rallye point system (SCCA) this year, it might make the boys in Westport unhappy to see a member make expenses on a rallye. Then, of course, they might consider rallying for money outside the U. S. no more professionalism than racing under the same conditions. None of us are too worried about it but we would appreciate your comments and/or opinions.

Dewey R. Blackmon
Dallas 27, Texas

EDITOR'S NOTE — Few stories we have run have brought us the mail and phone calls that the Acapulco Rallye has. Rules and entry blanks have been sent to you. Re the pro aspect: usually you get the clout for the infraction within the continental limits of the U. S., but anything from the Westport Pharaohs would not surprise us!

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Editorials

SCCA AND ITS POINT STANDINGS

We are now firmly convinced that the National office of the Sports Car Club of America at Westport, Conn., has, without a doubt, the worst public relations in the realm of sport in America today.

The SCCA has what it calls its National Point Standings each year. Points are awarded in National races throughout the U.S. This is fine.

But the SCCA steadfastly refuses to announce to its members, the press and the general public, which pay sto see the races, how the drivers rate in these standings throughout the year.

Only after the end of the year, in the Jan.-Feb. issue of Sports Car, the National SCCA publication, does the SCCA condescend to publish the final standings.

Throughout the year you are supposed to guess who is leading in each class and how close the competition is.

Last year, MOTORACING wired the SCCA's advertising, public relations and publicity big-wig, requesting the standings. The curt answer was that they were unavailable. We have had a number of calls and letters from SCCA drivers and the paying public asking how the drivers stand.

But the Westport Pharaohs are unwavering. They wait until they can bust the final news in a double-truck pictorial layout of all the class champions and nearly two pages of agate type listing the finishers in each classification.

And the public relations nabob is a PAID employee, as are others ensconced in their plush Westport offices . . . with expense accounts, too.

Now, we are in the midst of three National SCCA races on the West Coast, but nobody, except maybe the drivers involved, knows how the point races are in each class. We must sit by like a pack of blathering clowns and wait until the SCCA comes out with its Jan.-Feb. issue of Sports Car. Too, this is only for edification of SCCA members who receive the magazine. Nuts to the press, the public and everybody else!

We talked to a National SCCA officer about this recently. He said it was rather puzzling to him, too.

We can think of a better word than "puzzling"—plain INCONCEIVABLE!

★

TOO MUCH ROAD RACING

It should be obvious now to even the most mentally inept that we have reached the surfeit stage in road racing.

There is too much of it—and this has been reflected in attendance by the general public and in entries. Neither can stand the gaff. The crowds were 'way down last month at Pomona and at Palm Springs two weeks ago.

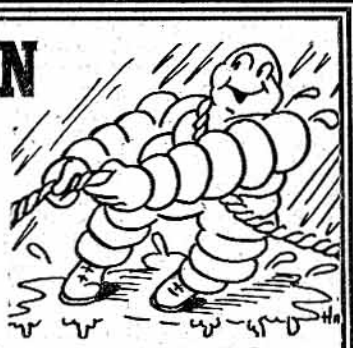
Road races are now being held weekly. The cars can't stand it. The drivers can't stand it, financially. And Joe Public is getting a bellyful. "It's the same old story," is the fans' lament as they stay away.

Before the year is over, 23 races will have been held on the West Coast, and 14 in So. Calif. from Santa Barbara to San Diego (9 by Cal Club, 5 by SCCA).

It is our humble suggestion that the two rival factions get together to work out a 1958 schedule that has a modicum of sense to it.

Otherwise . . . you can kiss road racing as it is now conducted goodbye; it will revert to the old days of the MGs cavorting on vacant lots—without a gate!

Read Motoracing Regularly

MICHELIN X

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• Vignettes

By Gus V. Vignolle

DOTS AND DASHES ALONG THE SPORTS CAR FRONT

IN BETWEEN the deodorant, or anti-stink ads, and the cigaret blurbs practically telling you that cancer is good for you, we came across a neat little news item.

It had to do with a jury deciding that a certain fellow was the father of a child born to a certain lady. The lady said she met the guy at a party and that, later, he took her to a bar.

And finally, the story went on to relate, they had a tryst in his foreign sports car, according to her charges. He said he didn't even kiss her good night, but the jury didn't go for that guff.

Hmmmmm — — — —.

Although the story didn't say so, they musta been midgets. That is all that this observer has to say about it. Period, paragraph.

★

Mater Home Subject of Conversation

One of the highlights of going up to Monterey for the Pebble Beach races last weekend was the opportunity of meeting **Duke** and **Glorie Mater** at their fabulous and luxurious home perched high atop Yankee Point in the Carmel Highlands overlooking the sea.

It was the first time a sports car gang was so enthralled by a home, the seascape and the rustic surroundings that it deviated from chattering about racing. Even Vail Wright and his pretty pink-and-orange-haired wife, Mary, switched the conversation from micro midgets to the Maters' fantastic domicile which defies description.

Duke formerly raced a TR2 and Jag in northern SCCA races and was quite active in the rallye scene. He's toned down now in his chamois shirt, a gift from Glorie, and he commutes daily to San Jose, where he's an interior decorator.

★

TRIVIA & FRIVOLA (or French 75s & Delicados for breakfast) — **Josh Hogue** may induce **Nadine Johnson,** of Saratoga, Calif., to take up sports car racing... They say **Carroll Shelby** might pull the pin from racing in '58... When she visited the Skoda factories in Czechoslovakia recently, they gave **Miss USA** a flashy red sports car, according to the daily bladders. Did they mean that was the **color** of the machine?... Those who get whacked by Porsches have an added bleat, now that they've come out with a new 2-liter machine—a class winner at Caracas... Look for the rugged Porsche RS parts situation here to be alleviated. **Hermann Briem** and **Rolf Wuetherich,** now schooling at the Stuttgart factory, may have happy tidings on their return here shortly... **Mary Davis** deserves a gold medal for yanking that woman back into the pits at the Palm Springs races. She was just headed into the path of the speeding cars... **John Green** might be interested to know that **Eric Hauser** and **Harold Treichler** are prepared to steer a Renault in the $24,000 (US) Mexican rallye to Acapulco, Nov. 30-Dec. 1.

The Cal Club may consider lifting the ban on **Chuck Daigh** and **Pete Woods** for pro participation. These two fine and popular drivers are certainly more amateur than a lot of drivers we know who compete under the simonpure guise. It's high time they got realistic about this pro business and revise the rules!

Editors in Favor of Roll Bars

Space did not permit in this issue, but in the next one do not miss two very sensible letters from **Bob Pendergast,** managing editor of Car Craft Mag, and **Dean Batchelor,** m.e. of Motor Life, on the roll bar situation. They take up where **Charles Beaumont** left off, very much in favor of the safety devices. The fellows deserve a loud cheer.

All this writer can say is that anybody who is against roll bars is off his rocker and should be a recipient of one of our special do-it-yourself brain surgery kits.

We talked to **Curt Warshawsky,** a real sage head, about this at Laguna Seca, aka Pebble. He said, yes, fine, but that there must be some firm rules established on what constitutes a true roll bar and how they must be fitted. There must be a definite form of standardization.

Curt's points were well taken, especially after lamping some of the squared-off contraptions we saw down below on the course. Actually, they looked downright dangerous . . . also some other devices that seemed to invite a driver's head for a treatment that would pale medieval torture implements into insignificance.

So rough was it on tires at Palm Springs that **Carl Gardner** and his aide, **Harold Brady,** did not stop changing tires from morning until after the last race — a total of 238 changes. Never before has the Gardner-Reynolds Dunlop tire boss seen anything like it. They perform an excellent service to drivers . . . at no charge, too . . . Another tire man, **Lefty Jenkins,** of South Gate, was elected president of the SG Chamber of Commerce not too long ago.

Rodriguez Seeks Parts for His Porsche

Sunnie Baker is doing a good job as editor of the Women's Sports Car Club's Newsletter . . . **Pedro Rodriguez** is imploring for certain Porsche RS Spyder parts so that his 15-year-old boy, **Ricardo,** who was the hero of the 1st Riverside races, will be able to compete during Bahamas Speed Week at Nassau, Dec. 1-9... **William H. Pilkenton** did a good job booming the Pebble Beach races — and that helped pull more than 50,000 fans . . . **Tracy Bird** of Tucson has a lot of good words for the Fairthorpe Electron... One of the hits of the Palm Springs races was the big press bus provided by **Hayden Taliaferro,** the swim suit magnate (Elon) from San Diego. It was the mostest, and the plan is to have it at Riverside this weekend.

Don't miss those Riverside races — **Walter Hansgen, Masten Gregory** and **Carroll Shelby,** among others. That's a terrific attraction. **Paul O'Shea,** too. It was nice chatting with the famed Port Chester, N. Y., Mercedes-Benz 300SLS pilot and his wife, **Robin,** at the spa. His book on driving was just issued by Greenberg, Publisher, 201 E. 57th St., N. Y. 22. Tab: $1.95. Lots of drivers would do well to read it. Paul has been the big SCCA National point leader in class D for two years and should be the high scorer again this season. He's been driving for 8 years, 3 with MB . . . That party **Johnny Green** threw for introduction of the 1958 Renault Dauphine was one of the high marks of the year, no oolbay!

VON NEUMANN AND WEISS NAB POINT STANDING LEADS

A pair of sparkling second-place finishes at Pebble Beach helped move Johnny von Neumann up front in the over-1500cc modified division of the 1957 Pacific Coast Racing Standings. He surpassed Richie Ginther, 90-84.

Another important switch finds Sammy Weiss overhauling Ken Miles in the small-bore modified, 112-106, Weiss also performing notably well at PB.

Bill Love widened his lead on the idle Jack Bates at PB for the over-1500cc production class. Few changes of consequence occurred in the small-bores.

Standings now include 20 meets—3 at Pomona, 2 at Paramount, Santa Barbara, Palm Springs and San Diego, and 1 at Pebble Beach, Stockton, Hawaii, Salt Lake, Santa Rosa, Cotati, Arcata, Riverside and Sacramento.

Points are awarded for both days of racing for the 1st 6 places on a 6-5-4-3-2-1 basis. (6th-place finishers were not available for Saturday at PB.)

MODIFIED OVER 1500cc

1.	John von Neumann, Ferrari	90
2.	Richie Ginther, Ferrari	84
3.	Chuck Daigh, Troutman-Barnes	51
4.	Carroll Shelby, Maserati	46
5.	Bob Drake, Ferrari	36
6.	Pete Woods, D-Jaguar	35
7.	Eric Hauser, Balchowsky	34
8.	Bob Oker, Aston Martin	29
9.	Jerry Austin, D-Jaguar	21
10.	Bill Murphy, Buick-Kurtis	21

MODIFIED UNDER 1500cc

1.	Sammy Weiss, Porsche 550RS	112
2.	Ken Miles, Porsche 550RS	106
3.	Jack McAfee, Porsche 550RS	68
4.	Bob Drake, Cooper	59
5.	Frank Monise, Lotus	50
6.	Jean Kunstle, Porsche	49
7.	Ignacio Lozano, Lotus	38
8.	Eldon Beagle, Porsche	30
9.	Joe Playan, Porsche 550 RS	26
10.	Robert Snow, Crosley	22

PRODUCTION OVER 1500cc

1.	Bill Love, AC Bristol	84
2.	Gordon Crowder, AC Bristol	66
3.	Jack Bates, Corvette	65
4.	Bob Oker, AC Bristol	57
5.	Jerry Austin, Corvette	55
6.	George Spears, Porsche	44
7.	Jim Parkinson, Austin-Healey	39
8.	Ron Ellico, 300SL	34
9.	Lek von Kaesborg, 300SL	33
10.	Bill Dixon, Siata	30

PRODUCTION UNDER 1500cc

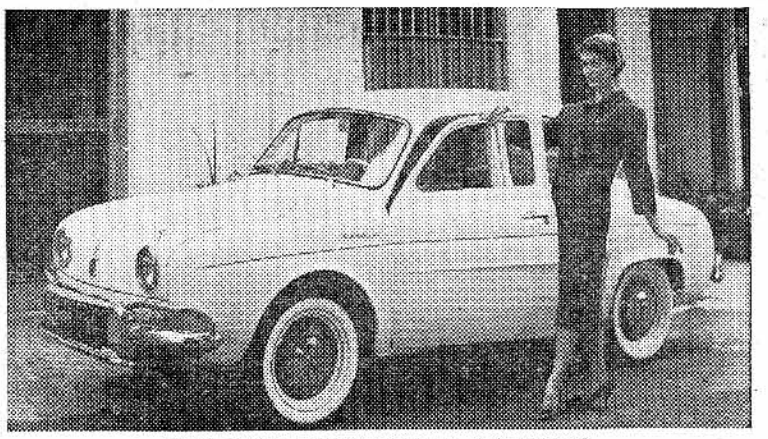
1.	Lew Bracker, Porsche	61
2.	E. Forbes-Robinson, Porsche	47
3.	Jim Moore, Porsche	35
4.	Gary Nelson, Porsche	34
5.	Ed Barker, Porsche	30
6.	Willie West, Alfa Romeo	29
7.	John Lumkin, MG-A	26
8.	Ed Vincent, Porsche	25
9.	Bob Brigham, MG-A	23
9.	Skip Hudson, Porsche	23
10.	Ted Conrad, Porsche	18

Caracas Crashes

(Continued from Page 1)

got back in to the car only to crash a short while later but escaping serious injury; Joakim Bonnier, piled up 3-liter Maser; Jim Jeffors, whose Corvette lost a wheel; and Hap Dressel, the AC Bristol driver who tangled with Moss. He sustained a broken pelvis and brain concussion when his car hit a light post and broke in two.

Porsche factory's new 2-liter job did well, Edgar Barthe and Baron von Hanstein taking Class H; Ed Crawford and Ed Hugus teaming for 1500cc laurels in an RS; Art Bunker and Count Carel de Beaufort runners-up in H followed by another Porsche tooled by Lady Leadfoots Denise McCluggage and Ruth Levy.



1958 RENAULT DAUPHINE A BEAUTY

'58 Renault Dauphine Arrives

Arriving from France with a gentle new look, the 1958 Renault Dauphine was introduced here last week at an imposing press party staged by the John Green Corp., West Coast distributors for the marque.

Immediate success of the Dauphine in the U.S. and the continuing demand for the rear-engine economy car was reason enough to keep the personality of the car intact without radical body style changes.

The new model has disc wheels, tending to harmonize with the car's modern look. Front and rear bumper guards and front and rear turn-signal indicators have been added to aid the city driver.

Interior of the Dauphine has been enhanced with upholstery changes and a variety of gay Parisian color schemes.

Future of the Renault Dauphine in the U.S. looks bright, with a total of 50,000 destined for the American market in 1958, according to the John Green Corp., which will receive about 25 per cent of the national import. Price for the four-door four-passenger sedan remains at $1695.

PEBBLE BEACH CONCOURS

(Continued from Page 1)

Chevrolet Corvette taking the American production sports cars class, and Beverly and Leonard Clow of Gardena scoring in the European sports cars $2500-4500 group with their outstanding 1957 Alfa Romeo.

European sports cars under $2500—1. Lowell Herrero, Piedmont, MG TC rdstr.; 2. Mr. & Mrs. John K. Davis, San Lorenzo, 1951 MG TD; 3. William A. Garner, Hanford, 1951 MG TD.

European SC $2500-$4500—1. Beverly & Leonard Clow, Gardena, 1957 Alfa Romeo; 2. Dick Neff, Fresno, 1957 Porsche; 3. Mrs. Richard Selke, San Francisco, 1955 Porsche.

European SC over $10,000—1. Mrs. Kay Qvale, San Francisco, 1956 Lancia; 2. Samuel Weill, Jr., Hollywood, 1957 Ferrari; 3. Mrs. Richard Weber, Downey, 1953 Fiat Ghia.

American prod. SC—1. Bill & Angela Steen, Inglewood, 1956 Chev. Corvette; 2. Steve Newland, San Francisco, 1957 Chev. Corvette; 3. Irving W. Robbins, Jr., Atherton, 1955 Cunningham.

Passenger cars under $2500 (European)—1. John Armsby Sweeny, Sausalito, 1956 Volks conv.; 2. Ralph J. Boster, Menlo Park, 1957 Morris Minor; 3. Don G. Gray, Stanford, 1957 Volvo.

Passengers $2500-$5000 (European)—1. Robert J. Phillips, Napa, 1949 Riley; 2. Martin E. A. Nedom, San Jose, 1957 Karmann Ghia; 3. Robert L. James, San Francisco, 1950 Jaguar Mk. V.

Passengers $5000 up (European)—1. Eric de Reynier, Oakland, 1954 Rolls Royce; 2. Rica H. Seeley, Fresno, 1957 Rolls Royce; 3. James C. Doud, Carmel, 1958 Bentley.

Pre-war American cars—1. William A. O'Brien, Reno, Nev., 1931 Cord; 2. Verda Rhode, Walnut Creek, 1926 Chrysler coupe; 3. Taylor Pillsbury, Pebble Beach, 1934 Packard coupe.

Pre-war European—1. Frank B. Cox, San Rafael, 1937 Rolls Royce; 2. Dr. Milton R. Roth, Long Beach, 1923/26 Bugatti Brescia; 3. Irving Robbins, Jr.,. Atherton, 1936 Standard Swallow. —1. Anne Giannini, San Francisco,

Vintage cars (prior to 1915 inclusive) 1910 Hupmobile; 2. Alton H. Walker, Pebble Beach, 1914 Hupmobile; 3. Robert E. Lee, San Leandro, 1913 Ford sedan.

Judges—Roger Cra'ster, Denhalm McKie, Robert Day, Lucius Beebe, Peter DePaolo, Dr. Norm Jennsen, Sterling Edwards, Ernest K. Gann.

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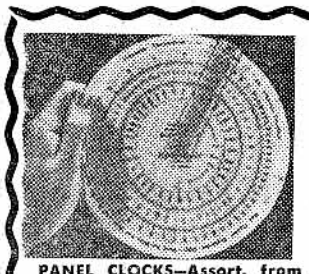

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- WORLD'S GREATEST MOTHER IN LAW
- WORLD'S GREATEST DAD
- WORLD'S GREATEST BOSS
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- WORLD'S GREATEST GOLFER
- WORLD'S GREATEST DANCER
- WORLD'S GREATEST ACTOR
- WORLD'S GREATEST ACTRESS
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Final 1957 World Championship Sports Car Standings

	Buenos Aires	Sebring	Mille Miglia	Nurburgring	LeMans	Sweden	Venezuela	Total of Five Best Finishes
1. Ferrari (Italy)	8	3	8	6	2	6	8	36
2. Maserati (Italy)	6	8	3	2	—	8	2	27
3. Jaguar (Great Britain)	3	4	—	—	8	2	—	17
4. Aston-Martin (Great Britain)	—	—	—	8	—	—	—	8
5. Porsche (Germany)	—	—	2	3	—	—	1	6
6. Osca (Italy)	1	—	—	—	—	—	—	1

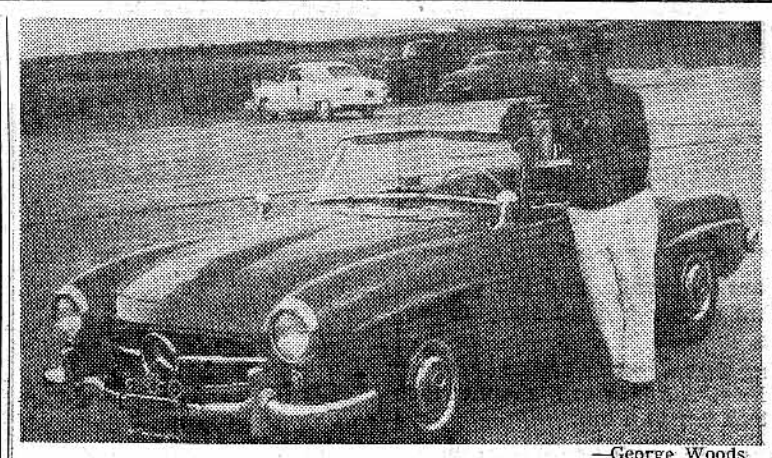
Points awarded the first six finishing cars with only the best placed car of any make earning points.

First, 8 points; Second, 6 points; Third, 4 points; Fourth, 3 points; Fifth, 2 points; Sixth, 1 point. Totals include five best results.

SOUTHERN CALIFORNIA COUNCIL OF SPORTS CAR CLUBS

1957 CHAMPIONSHIP RALLYE POINTS

Pos.	Driver	Points	Navigator	Points
1	Hanna	119	Flude	119
2	Pieper	114	Schumann	114
3	Fleming	113	Marechal	113
4	Glassett	111	Morrow	111
5	Higgins	101	Ford	101
6	Sharp	75	Kermode	98
7	McDonald	72	Taylor	75
8	Cummings	69	Holden	74
9	Guess	66	McDonald	72
10	Harper	65	Cummings	69
11	Frank	65	Donahower	68
12	Cooke	62	Kirkpatrick	66
13	Meredith	62	Cooke	62
14	Pollock	58	Meredith	62
15	Bailey	56	Enoch	57
16	Stevens	53	Wackerle	56
17	Sparks	50	Sparks	50
18	Brownlee	50	Harper	50
19	Chester	47	Royer	47
20	Parker	44	Chester	47
21	Piety	42	Parker	44
22	Kenyon	42	Frank	43
23	Steele	41	Cole	42
24	McCready	40	Conklin	40
25	Slagle	36	Smith	38
26	Enoch	32	Slagle	36
27	Going	30	Kermode	36
28	Kreidel	29	Johnson	30
29	Herman	26	Kreidel	29
30	Diffenbach	25	Herman	26
31	Hugill	25	Miller	24
32	Keyes	24	Stephenson	23
33	Stephenson	23	Hedy	23
34	Hedy	23	Hiser	22
35	Rocha	22	Stratton	22
36	Humner	20	Johnston	20
37	Piercy	19	Harvey	19
38	McKinney	18	Pierce	18
39	Greenland	17	Larsen	18
40	Jones	17	McKinney	18
41	Martin	17	Taylor	18
42	Vehle	16	Fisher	17
43	Moody	15	Engle	17
44	Arct	15	Dieffenbach	17
45	Neely	15	Jones	17
46	Carlson	14	Martin	17
47	Bjoring	14	Carlson	16
48	Guerriero	14	Schmeid	16
49	Kadoch	14	Nielsen	15
50	Goodposter	12	Vehle	15
51	Rector	11	Dunn	14
52	McDonald	11	Bjoring	14
53	Merrick	11	Kadoch	14
54	Bechtel	10	Wisherd	13
55	Cunningham	10	Sizemore	12
56	Durham	10	Blondin	11
57	Harris	10	McAffee	11
58	Schlimmer	10	Rydberg	11
59	Kiamy	9	Vogler	11
60	McDonald	9	Bechtel	10
61	Wood	9	Pierce	10
62	Blake	8	Baines	10
63	Dodd	8	Barbee	10
64	Joyce	8	DeFriest	10
65	Kingsbury	8	Clark	9
66	Bruemmer	7	McDonald	9
67	Massey	7	Wood	9
68	Norgard	7	Dodd	8
69	RoClair	7	Ducker	8
70	Hamilton	6	MacMullen	8
71	Maslin	6	Eskridge	7
72	Nelan	6	Massey	7
73	Priddy	6	Norgard	7
74	Comen	5	Hamilton	6
75	Schunk	5	McNabb	6
76	Murray	4	Miller	6
77	Cook	3	Priddy	6
78	Disney	3	Spencer	6
79	Marshall	3	Brooks	5
80	Rana	3	Comen	5
81	Shipstead	2	Delp	5
82	Brookfield	2	Davison	4
83	Schroeder	2	Cook	3
84	Schwab	2	McGinnis	3
85	Francis	1	Teters	3
86	Nelson	1	Borgen	2
87	Parham	1	Connell	2
88			Schwab	2
89			Mitchell	1
90			Ostermier	1
91			Parham	1
92			Shipstead	1
93			Smith	1



—George Woods

JACK COERNE'S PALM SPRINGS CONCOURS WINNER

COERNE'S 190SL WINS CONCOURS

Jack Coerne's sleek 190SL was awarded Best-In-Show ribbon for Le Cercle Concours d'Elegance competition Nov. 2 in connection with the SCCA National Sports car road races at Palm Springs.

Marion Weber's Lancia Gran Turismo convertible was adjudged Best Le Cercle entry. Lou Yates' Corvette-powered Ferrari carrying America's red, white and blue colors received Most Unusual Car laurels. Other Grand Awards went to Mal Doherty, Austin Healey 100, Cleanest Car, and Nick Fintzelberg's 1809 Brush Runabout, Best American Car.

Class: GTD (Gran Turismo Dropheads— 1. Mercedes Benz 190 SL, Tom Noble 2. Jag. XK140 Conv., Bob Laviolette; 3. Jag. XK140 Coupe, Al Fleming.

Class: PR (Production Roadsters)—1. MG TC, Art Vittarelli 2. MG TC, Frank Mason; 3. Austin Healey, Lou Jones.

Class: PS (Productions Sedans)—1. Ghia VW, Terry Fraser; 2. Jaguar Mk. V., Donald A. Denison; 3. VW, Lou Turchi.

Class: PSC (Prestige Sports Cars)—1. Ferarri 250, Eleanor Von Neumann; 2. Fiat Ghia, Lou Fageol; 3. Ferarri 212, Fred Datig.

Class: MP (Modern Prestige)—1. Mercedes Benz 540K, M. L. "Bud" Cohn; 2. Mercedes Benz 300S, Jerry Shane; 3. Lincoln Continental, John Edgar.

Clas: C (Competition)—1. Ferrari Testa Rossa, John von Neumann; 2. OSCA, Bob Plass; 3. Porsche RS 550 Spyder, Stan Sugarman.

GRAND AWARDS

Best American Car — 1909 Brush Runabout, Nick Fintzelberg; Most Unusual Car—Ferrari 5.2, Louis A. Yates; Cleanest Car—Austin Healey 100, Mal Doherty; Best Le Cercle Entry—Lancia Gran Turismo, Conv. Marion Weber; Best In Show Award —Mercedes Benz 190SL, Jack Coerne.

L.A. Jag Owners Form Separate Group

Desiring a more autonomous setup, Los Angeles members of the national Jaguar Owners Association (JOA) have voted to secede and form a separate group known as the Jaguar Owners Club (JOC).

Former JOA officers, including Prexy Jack Parkhouse, Vice-president Serg Krizman, Treasurer Carl Bartlett and Secretary Zaz Haan, will continue with their duties until the next business meeting. Anyone desiring more data on the new club may contact Parkhouse at WEbster 8-2848.

The new group will carry on with its annual Christmas function benefitting the Variety Boys Club, and is asking donations of all types of gifts for boys aged 8-13. Parkhouse will arrange for pickups if requested.

SOUTHERN CALIFORNIA COUNCIL OF SPORT CAR CLUBS 1957 CHAMPIONSHIP RALLYE STANDINGS

(BASED ON SURVEY CARDS RETURNED)

Club	Rallye	Points
Douglas SCC	Desert	93.728
Lockheed SCC	24 Hour	88.190
San Fernando FCCA	Big Bear	87.867
San Diego SCC	Don Diego	87.017
Compton FCCA	Over the Hill	86.204
L. B. Douglas SCC	Ken Farrar	85.221
Northrop SCC	Sierra	74.264
L. B. MG Club	Great Western	61.222

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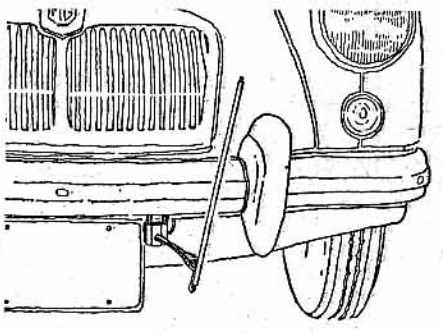

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LATHAM Axial Flow Supercharger Cops 1st and 2nd at the GRAND NATIONAL

2 Latham Supercharged Entries Sweep Top Honors In "A" Gas C/S Class!

A Latham Supercharger on this Olds-powered Ford blew off the field at the Grand National, with driver Lawhon taking first-place for co-owners G. A. Jones, Lamesa, Tex., and H. L. Lawhon, Donnell, Tex. Second place was copped with a Latham-equipped Ford Ranchero driven by Les Ritchey, no mean feat for a car outweighing its competition by almost 1,000 lbs. The Ranchero is owned by Les Ritchey of Performance Associates, Covina, Calif.

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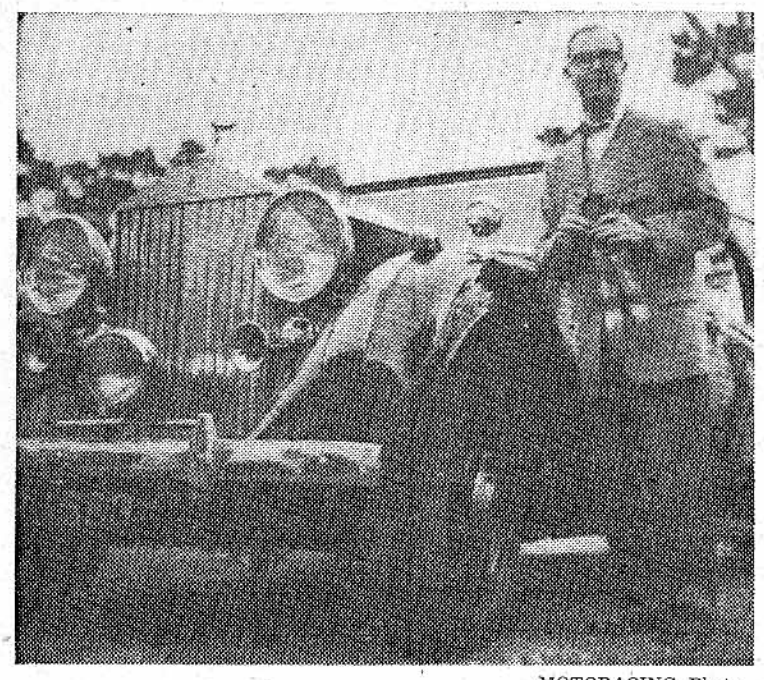

—MOTORACING Photo

THIS BEAUTIFUL 1937 Rolls Royce won the Best-of-Show award at the famous Pebble Beach Concours d'Elegance held on the sweeping lawns of the Del Monte Lodge last Saturday. Standing by is the owner, Frank B. Cox, of San Rafael.

Myra's Clipboard

By Myra Jones

NOTES FROM THE POMONA PITS

5TH RUNNING CSCC POMONA ROAD RACES — OCT. 26-27

WELL, we started out with a few sprinkles and then quite a bit of sunshine, but all in all it was a comfortable weekend, comparatively speaking. It was also a very safe weekend. **Frank Monise** burned his hands a little when he tried to add water to a very hot radiator and several of the contestants found the First-Aid Tent a good place to catch up on some lost sleep, but other than that **Myrtle Newman** and her crew had a quiet time. We are all proud of the new First-aid Tent provided by CSCC with the equipment for handling any minor emergencies. The officials have wanted to provide this service in the pits for a long time and now, under the direction of Myrtle, it is an efficiently run station. There is always a qualified doctor on duty and others nearby if they are needed.

We were sorry to hear that **Harold Erb** couldn't make the races. He was in the hospital—flu settled in his back. **Gene Levin** was through before he started—in fact, he hardly got his $15 worth. He tried to start his little 500cc car after unloading it from the trailer and immediately broke an axle.

Members of the Singer Owners' Club were pleased to see their marque on the entry list after a long absence but it was a short-lived glory. **Frank Murphy** took it out and broke the crank in practice. Their pits were soon filled with a varied assortment of broken parts and lots of oil. The crew rushed out and bought a rusty old block, reworked it, installed new pistons, assembled all of the necessary parts. They thought they were ready to go on Sunday but they couldn't get the timing adjusted correctly. Now they will have to wait until Paramount to "show those MGs."

Gil Bloemendaal seems to have nothing but trouble with his Austin Healey No. 22. During practice he blew the water hose and he fixed that in time to enter his race on Saturday. He finished 5th in class. During Sunday's practice he blew the head gasket which couldn't be fixed. This is the fifth race in a row that his car has failed him.

Gordon Crowder's AC Bristol, No. 48, was full of signs by the end of the weekend. First of all, someone threw a cone at him during practice and made a dent in the front. This one bore the title "C'est Malade Coneitis." Later, during a melee on turn 3, he hit a blue Porsche and this dent had a sign "C'est Malade Porscheitis." He was finally towed off the course after race 10 with a worn left rear wheel bearing and the car sat out the rest of the day hiked up on a jack.

Wayne Brown, No. 34, had a sad introduction to road racing. He had a shiny new Corvette that tangled with No. 109. The Corvette lost the left front end and the Jaguar has a well-dented left side.

Reynard Storey had the busiest crew in the pits during the weekend. He stripped the bolts out of the ring gear on his No. 888 Crosley during practice. They had many people working desperately over the parts but after they put it back the bearing wouldn't seat so they had to take it to town on Saturday night. After some more work he entered the semi-main and took first in class H. In the main event he took second in class.

Dr. H. D. Burgroff was 4th overall and 3rd in class H in his little silver Panhard No. 75 in spite of a broken gear selector rod. He drove the whole race in 3rd gear. On Sunday, he let **Frank Livingstone** drive the car and a spindle broke, shearing off the five fingers which hold the wheel in place.

George Beard, No. 2 MG, lost a rod bearing in the last lap of the first race. **Bill Steube**, No. 135, went home with him, took the engine out of a spare MG tht he had and installed it ready for George to race on Sunday — real sportsmanship.

Bill Rudd had tuned the first three cars in the main event on Saturday—two Ferraris (von Neumann and Ginther) and Aston Martin (OKER). This boy is getting quite a reputation.

George Duncan is now driving the former No. 59 AC Bristol which did so well with **Bob Oker** driving. It is now No. 158. He didn't get off to a very good start because he broke the axle shaft on the starting grid. He did better on Sunday with a 5th in class.

Frank Monise broke the shift lever on his No. 44 Lotus during race 13. It was difficult to use the little 3-inch stub for shifting, especially when his hands were so painful following his burns on Saturday. In spite of all this, he took 3rd in class.

Ted Block wound up his Renault Dauphine, No. 43, on his way out to Pomona on Sunday morning and broke a crankshaft. Someone suggested that he pay attention to the "red line." **Barney Rushing** found that his Jaguar, No. 26, was running too hot on Saturday and decided not to run on Sunday. **Mike Shea's** Nardi No. 111 lost a wheel in practice.

Many people were disappointed when the battle between **Jerry Austin** and **Jack Bates** couldn't be resumed on Sunday. Jerry's Corvette had a broken distributor just before they lined up on the grid. The Saturday battle was slightly fouled when Jerry had to make a pit stop to get the lid screwed onto his gas tank. He had been black-flagged for spilling gas. Jack went out of the race when he had trouble shifting into 1st. There was apparently something wrong with the gear box on his new Corvette.

Harry Morrow couldn't get into his race on Sunday. The Cooper, No. 501, was not scavenging oil. Did you notice that all the 500cc Club members now have permanent numbers in the 500 series?

Don Miller and **Mike Shea** pushed their cars across the finish line in race 13. They were credited with finishing but it was a struggle. No. 97, **Thomas O'Neill's** Austin Healey, had a little dog mounted in front of the windshield. His explanation: "It is the window washer."

The Pacific Sports Car Club Hard Luck Trophy was presented to **Edgar Pye**. He lost the rear end of his Corvette on the starting grid on Saturday and then on Sunday he had oil on the clutch plate so that he could not use the clutch.

RECORD PAYROLL

Ford Motor Company's payroll during the first nine months of 1957 were the highest for any comparable period in the company's 54-year history — $910,875,072.

MOTION PICTURE STUDIO SCC NEWS

Troy Sanders & **John Marschalk** announce the winners of the Para. mount Studio Club SCC "Mountain Dew Rally" (without the "E," Marschalk-style):

In 1st place, **Diane & Fritzie Dickie**, who have been our "Birds & Bees" item for months and were just month — a mighty handsome couple.

2nd place went to **Lillian & Dick Love** in a T. Bird. Yes, we allow T-Birds and Corvettes — we have to—**Jerry Austin**, favorite D-Jag driver, now races a Corvette!

In 3rd place were **Gordon & Mrs. Worthington** (his Mom, that is), who own the Concours car of the PSCscc, a sparkling red 300SL.

Ah, yes, it'll be a close race this year among the rallyists of the Paramount Club, for the Annual High Point Trophy Award.

Guest Winners: **Phil & Ronnie Shuler** (Jaguar). **"Phil-Fox,"** Pres. of 20th-Fox scc, is putting on the first Motion Picture Studio Scc Council event in January (tentative)—along with **Bill Dornisch** of the Universal-Int'l. Scc. **Bill's** getting the race **real bad**, and twouldn't s'prise us to see his Healey right alongside **Hathorn's** in the next race pits.

Most unusual trophy on the **Mt. Dew** was awarded to **Sue Wexler & Walt Grace** (also T-Bird): A Golden Turtle with inscription on the plaque **"Good Try Award."** They weren't only hours late but skipped one checkpoint.

Most unusual car was a **Borgward**, owned by **Mr. & Mrs. Leo Kolehmainen**—and son **Ricky**, while two of the workers arrived in a Studebaker & Chevvie!

Destination of this enjoyable weekend event was **The Idyllwild Inn**, where anything resembling your idea of a "mountain cabin" is purely coincidental. What luxury! Glass-walled rooms, tile baths, carpeted floors and even fireplaces—real cozy. **Martin Sousa, owner**, opened the Inn's dining room especially for the rallye and cooked a delicious dinner for us, himself. The after-rallye, after-dinner party, was a square dance class conducted by well-known caller **Wayne Warga**, Paramount's Police captain—all of which came to a standstill at midnite curfew when **Troy Sanders** gathered us 'round his piano for a community sing.

Producer **William Alland** has just moved to Paramount. Remember, he produced the sports car picture **Johnny Dark** at U.I.? . . . Thanks to **Jim Van Trees**, U.I. scc Pres., we enjoyed a recent screening of this exciting movie in which **Phil Hill** played a part and was technical advisor

Five local Porsche Owners' Club couples met another group of PCC members up north for the Ft. Ord Races. That's not unusual—but what is unusual is that the 5 local couples went up on the **Greyhound!** Two of them were **Ilse-Porsche & Bill Newman** and **Herm & Pat Stein**. Think they've got sompin' there.

CARMELA'S CLIPBOARD

By CARMELA MARTIN

2ND NATIONAL SCCA PALM SPRINGS ROAD RACES

(LOS ANGELES REGION)

NOV. 2-3

THE NATIONAL Sports Car Club of America—sponsored Palm Springs Road Races brought out some of the country's top drivers, with lots of excitement for all the drivers, pit crews, officials and spectators. The idea of three National races on three successive weekends brought some of the best machinery in the nation to the starting grid.

Although most of the cars made it through the weekend without too many dents, the major complaint came from the beating the tires took on the concrete runways at the spa course.

Jack McAfee, who did such a top job in his Porsche RS Spyder, came through to the winner's circle with rear tires that had worn through two layers of cord. **Richie Ginther**, in the 4.9 **John Edgar** Ferrari, was forced into the pits for tire changes during the main event for over-1500cc modified cars and **Carroll Shelby**, who wheel **Edgar's** 4.5 Maserati to an overall win, was forced to slack off on his top speeds in order to conserve his rubber to finish the race.

Max Balchowsky did a tremendous job in keeping his Buick Special No. 70 together all the way through the over-1500cc main event and even gave **Shelby** some serious moments early in the race. Max brought the yellow backyard special in for a very creditable second place overall, taking some of the very potent foreign machinery all the way around the course.

Pat Piggott, who brought his 1500 Lotus LeMans II, all the way down from Bellingham, Wash., suffered bad luck when he lost a wheel after only two laps of practice on Saturday. However, a very efficient pit crew and lots of work Saturday night put the pretty blue Lotus back in operation Sunday, and he even showed **McAfee** the shortest way around the course for several laps in the under-1500cc main event. The final results showed him in second place.

Jerry McGee in his red Corvette No. 180 was disqualified for running the production event, over-1600cc, without his aircleaners.

Saturday, in the five-lap qualifying races, an XK-120 Jaguar showed several Corvettes and 300SLs the shortest way around the course and out of 27 entries, including Bristols, Austin Healeys and Triumphs, the green auto came in fourth overall and first in class C. The car was purchased by **Art Evans** from the original owner who used to make all the other Jag drivers sit up and take notice and consistently took a first overall before the days of Corvette and 300SL.

Well, at the wheel Saturday was the original owner and he showed he hadn't lost one bit of his cornering skill or lead foot. Yes, **Jim Peterson** was once again at the wheel of his green Jag.

During the second practice session, for over-1600cc cars, **Lou Yates**, in his No. 199 Ferrari Corvette, took the escape road at turn 8. It must have looked like follow-the-leader when **Jerry Austin**, Corvette No. 58, **Richie Ginther**, Ferrari No. 111, **Jack Graham**, Aston Martin roadster No. 4, and **Ray Howard** in No. 41 TR-2, all took the escape road, too.

Bob Holbrook, in his red Crosley Special No. 32, and **Dr. H. C. Burgraff**, in a silver DB Panhard No. 75, had a few anxious moments in turn 8 during their race on Sunday when they collided. However, there was no damage and **Bobby** went on to take class honors, followed by **Dr. Burgraff**.

Ignacio Lozano, in his beautiful Lotus No. 63, led the entire pack for three laps during the Sunday under-1500cc main event but had to give way to the F class cars when, all of a sudden on turn 8, his cockpit filled with smoke. After waiting four laps and never finding the trouble, he fired up again and finished for a fourth in class.

Bob Drake, in No. 69 4.9 Ferrari, owned by **Frank Arciero**, blew a tire in turn 7 and was forced into the pits. Quick work by his pit crew put him back in the race and he finished the event.

Bob Dickson, in a white Aston-Martin, No. 59, also had tire trouble and blew his tire on turn 7. Again pit crew efficiency put him back into the race to receive the checkered flag.

George Buchanan, who entered his OSCA, No. 00, didn't get very far. His charming wife, **Meyera**, said that the car just wasn't ready and right for the course, so they decided not to take a chance on hurting the car and will wait for the next event.

George Beavis, in his Offenhauser Special No. 52, said he still had a few "bugs to get out and that it just wouldn't go fast enough, often enough."

Bob Plass, OSCA No. 119, had a real good day Saturday, finished practice and his qualifying event, loaded up the trailer and went home. Sunday, when he came out to the track and went to unload his red auto, he found that somehow the differential had been broken and he had to watch the races for the day.

Barbara Windhorst, driving **Hugh Pryor's** fast Austin Healey 100, had to sit out most of the laps of the Women's Race when she found she had a broken fuel line on the first lap. However, she finished the race after a pit stop.

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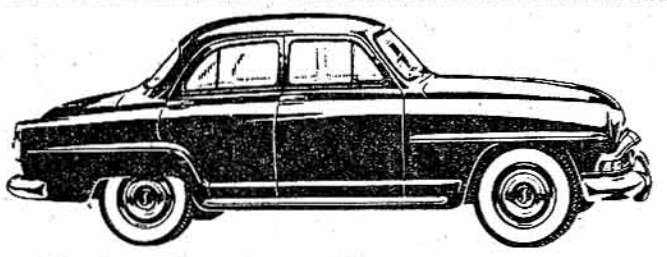

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Slightly *Modified*

BY W. R. C. SHEDENHELM

AT PALM SPRINGS we came up behind **Carroll Shelby** in such a manner that we could quickly dart into the crowd of social-climbers if violence threatened and told him that we were sorry if our first column had been misinterpreted, but that we still thought it was funnier than all-get-out. Shelby eyed us slowly from our conservative safari hat to our spotless Venezuelan llanero boots and said, "Aw, that's all right."

SHEDENHELM

SHELBY'S SECRET

After Shelby's being so nice about the whole thing, perhaps we shouldn't be giving out any of his driving secrets, but we have figured out just how it is that he manages to win so many races. Good grief, there's really nothing to it at all! Why some of the other drivers don't try it, we don't know. Here's the whole secret: All that Shelby actually does is to get ahead of the other cars early in the race and then stay there until the end of the race.

If Shelby hadn't said that he plans to retire from racing in the next year or so, we wouldn't have said a word about this driving secret of his, of course.

O'SHEA'S SECRET

As you may or may not know, PAUL O'SHEA brought two identical Mercedes-Benz 300SL roadsters with him from the East. This way if he fouls his plugs, he doesn't have to bother to change plugs. He just changes cars.

AND THE WIND BLEW

Our bartender friend, **Phil**, who goes to Helsinki all the time to run in the Grand Prix there, told us that Palm Springs was much colder. And when Palm Springs is colder than Helsinki, well!

T-BIRD SPECIAL

Now that Phil has an Edsel Turnpike Cruiser body on his blown Austin Healey-engined T-Bird-suspensioned Special, he plans to run it at Le Mans and in the Trans-Alaskan Road-races. Good luck, Phil, and if you need a navigator, just try to find us.

A CUNNING HAM

Speaking of the forbidden pleasures of drinking in the pits, as we are prone to do, we visited an actor friend of ours in the pits at Palm Springs. Between races he seemed to be getting a big charge out of drinking ginger ale with a little ice. Just as we arrived, a pit marshal was suspiciously checking the ginger ale bottles to make certain that no intoxicants had been added thereinto. Baffled, he finally left. My friend let me in on the secret. He does indeed drink straight ginger ale. The only thing worth mentioning is that he happens to use vodka ice cubes.

ECK!

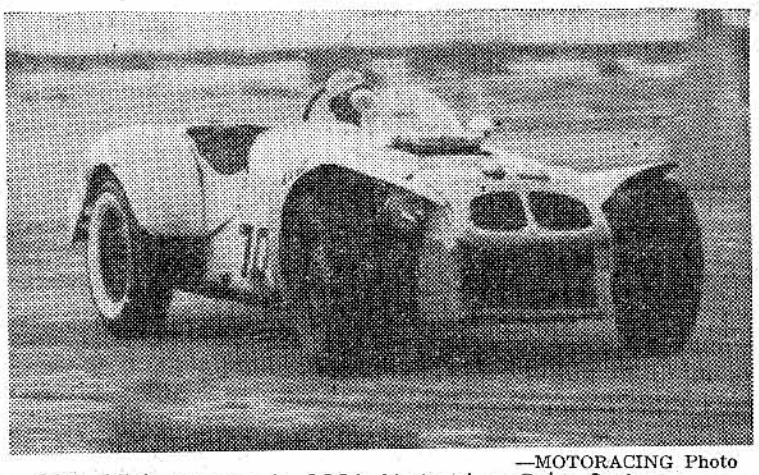
Perhaps the most unnerving suggestion of the Palm Springs weekend was that of having breakfast in the pits at 7 a.m. on Sunday, served from the old Up-Chuck Wagon. Years ago we made an irrevocable pledge never to eat on an empty stomach. Oh, maybe a little barbecued aspirin or a smidgen of coddeled Kaopectin, but nothing more.

PARTY! PARTY!

As was to be expected, about 90% of the people who came at the Halloween party at the Grand Prix Restaurant, being, clods, did not wear costumes. Most of those who were in costume were not overly difficult to recognize: **Lou Yates** in dress kilts, **Mary Davis** as a witch, **Frank Alten** as a burlesque dialect comedian, **Bob Drake** as **Bob Drake, Bill Barrett** as **Yul Brynner.** There was one guest, however, whom no one could identify, so cunningly made-up was he. It was only after we had finished our second magnum of iced Hamm's that we recognized him. It was **Gus Vignolle** disguised as **Ken Miles.**

POMONA VENUE

We spent most of the Pomona Races on turn 3, where the action was last time. Everyone seemed to have learned to take it a bit more carefully this time and didn't get into the social life off the road at all. There were, however, a few considerate drivers who had the good manners to come up the escape road to see how we were doing. **Bob Plass** came up in his OSCA to see if we needed anything to make us more comfortable, and we told him we would like a chopped chicken liver sandwich, on rye, hold the mustard. We didn't really expect him to be able to get it for us until the race was over, but a few laps later, here he came, big as life. What a swell guy, to take time out of his race like that. Then **Jack Bates** drove his Corvette right up on the grass where we were sitting to see if we needed a little hot water from his radiator to make a cup of tea. Gee, all this thoughtfulness kind of brings a lump to your head.



—MOTORACING Photo

ONE OF best races in SCCA National at Palm Springs was turned in by Max Balchowsky, shown here in his backyard Buick Spl. He finished second behind Carroll Shelby in feature race. He shares with Eric Hauser at Riverside.

HA-HA?

We got to thinking about some of the things that can happen in a race that would be particularly embarrassing to the Hero Driver and particularly funny to the Hero Spectator. We are open to suggestions and additions: (1) Running out of gas on the first lap; (2) Having a flat tire on the starting grid; (3) Spinning out on the Victory lap.

DRAGS RE-OPEN DEC. 8

RIVERSIDE, Nov. 11 — Drag racing activity here at Riverside Raceway will be curtailed until Sunday, Dec. 8, Managing Director Robbie Forbes-Robinson announced today. Various track events and construction work make it mandatory for temporory closing of the half-mile drag strip.

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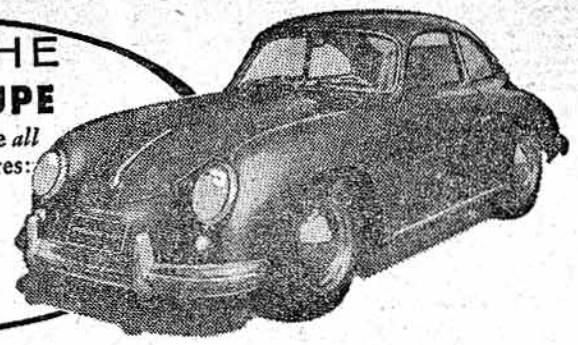

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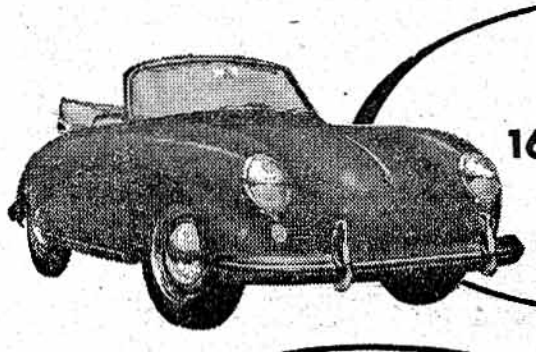

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San Francisco Newsletter

• Dear Gus

By Tom Wilson

PALM SPRINGS ACTION HAIRY—ON & OFF COURSE

DEAR GUS: With Palm Springs and Laguna Seca under our belt and with Riverside the next hurdle, it looks as if some of the boys will be lucky to survive the social activities of the sports car racing clan. They buy insurance for the drivers but I know some guys who face worse hazards and are only protected by a prayer and a fast outfield. We sent Josh Hogue and Frank Rhode down to the Spa and what happened to them, after they fell into your hands, is a caution. You are supposed to guide the poor innocent country boys when they come to the big city but those two guys will never be the same again, if ever.

★

LOCAL BOY MAKES GOOD

From the point of view of the sports car enthusiast who knows his cams, the best race, at Palm Springs, was the under-1500 production hassel. This race was dominated by the various breeds of Porsche, with the Carreras out in front as usual. Skip Hudson and Lew Bracker staged a real Donnybrook with the lead changing hands several times in each lap. Bracker, with the obvious fastest car, would take over in the straights but Skip would dive through the inside of the turns and take the lead repeatedly, only to lose it in the straights. Bracker was leading by 200 yards down the back stretch in the final lap when suddenly slowed down to a walk-out of gas. By the time that he had switched tanks and the engine fired up again, Hudson was out in front and winging, leading to the wire by 100 feet. Why these guys persist in running with empty tanks, to cut down the weight, is a mystery. They should at least run with the reserve valve open. The irony of the whole deal was that Dan "Baron" Herman pulled the same stunt at Salt Lake with the same car that Hudson was driving. So the boys are all even now—whose turn is it now? Skip Hudson's display of skill convinced all hands that he is one of the best Porsche jockeys in these parts and in his hands an RS Spyder would be hard to beat. If George Cary wants to pack them in to Riverside, let him connive a race with Jack McAfee, Sam Weiss and Skip Hudson in RS Spyders. Johnny von Neumann's Spyder is not working right now; maybe he could be talked into putting a better than fair country hand at the wheel. Add Richie Ginther to this lineup and it would be a promoter's dream with the scalpers peddling tickets at the gate.

In this same race, Ed Vincent was practically left at the post, in his Carrera, and entered the first corner on the tail end. This seems to be a bad habit of Ed's; maybe he should be allowed a running start. But he soon got running and worked his way up to the third spot where he coasted in behind the leaders, Hudson and Bracker. By the way Gus, if these cars are all production, why are some cars so much faster than others? There were several other Carreras in this race and for all we know they may be still running that race. In fact, they were planning to put up lights to bring them in.

★

SO YOU WANT TO RACE, EH?

The most obvious fact, to the enthusiast, was the complete lack of the old standbys of the production races. In the entire entry list there was only one MG TD, one XK Jag, two Alfa Giuliettas, no Morgans and no MG TCs. Do these National races scare out the club driver? A sedan race was scheduled and it drew exactly two entries (two, count them) both of them Volvo class F cars. Up north the club drivers screamed like wounded eagles when the sedan race was not scheduled at Laguna Seca, but it looks as if McCartney is psychic and can foresee the coming trends.

Gus, how that women's race Drivers Club can hold still for that deal, is a mystery. The S.F. local barred that unfair deal last year and now the girls race with the men or else. They are doing very well, thank you; in fact they have taken more than their share of the trophies.

Gus, in closing, I might say that the S.F. local of S.U.F.G. has voted that one more weekend like the Palm Springs ordeal and you will be outlawed and you won't even be mentioned in the program like Daigh and Woods. In fact they will close that deal and not even cut you in on it.

With best regards,
Tom Wilson.

VAUXHALL EXPORTS

Vauxhall Motors, British subsidiary of General Motors, has announced that it plans to export 1000 cars a month to the U.S.

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(SEE THE RENAULT DAUPHINE AT THE 35TH ANNUAL INTERNATIONAL AUTOMOBILE SHOW, PAN PACIFIC AUDITORIUM NOV. 14-24.)

Palm Springs Charts

SPORTS CAR CLUB OF AMERICA—LOS ANGELES REGION. 2ND ANNUAL PALM SPRINGS RACES. Course—Palm Springs Airport—2.8 Miles. Compiled by Women's Sports Car Club. Data on non-finishers by CARMELA MARTIN.

SATURDAY, NOV. 2

RACE 1—Sedans and Production Under 1600cc. Time: 12.39.5; Laps: 5; Avg. 66.4; Miles: 14.

Pos.	No. Car	Behind Secs.	Driver	Car	Class Position F	G	Sedan
1	113		Lew Bracker	Porsche Carrera	1		
2	6	1.3	Skip Hudson	Porsche Carrera	2		
3	99	18	Edward Walsh	Porsche Carrera	3		
4	170	19	Ed Vincent	Porsche Carrera	4		
5	77	21	Richard Bellows	Porsche Carrera	5		
6	31	22	Ronnie Bucknum	Porsche 1600	6		
7	197	45	Mike Roetnor	Alfa Romeo		1	
8	19	46	D. D. Michelmore	Porsche 1600	7		
9	51	50	Fred Woodward	Alfa Romeo		2	
10	39	51	Tracy Bird	Fairthrope Electron		3	
11	12	70	George Schillreff	MG-A	8		
12	28	82	Gordon Crowder	Porsche 1600	9		
13	3	83	Per Nystrom	Volvo			1
14	71	91	Ron Pearson	Volvo			2
15	237	96	Sam Taylor	MG-MK II		4	
16	272	126	Joe Catron	Volvo			3
17	114	130	Rog Wilson	Volvo			4
18	153	144	Robert Sparks	MG-A	10		
19	13	1L42	Duane Alan	Porsche	11		

RACE 2—Women's Race. Time: 12m35s; Laps: 5; Avg.: 66.7; Miles: 14.

					B	D	E	F	G
1	59		Mary Davis	Aston Martin		1m			
2	195	.5	Linda Scott	AC Bristol			1p		
3	193	2	Betty Shutes	Porsche Spyder				1m	
4	149	40	Janet Anderson	TR-2		2m			
5	146	55	Barb. Windhorst	Austin Healey		3p			
6	200	57	Ginny Simms	TR-3			2p		
7	237	118	Norah Taylor	MG-Mk II					1p
8	411	121	Carol Metzger	MG-A				2p	
9	171	152.5	Joan Hirsch	Volvo			3m		
10	109	1L151	Shelby Ruttman	Corvette	1p				

Did not finish—214 Carmela Martin, Abarth Spyder, oil on clutch plate caused slippage.

RACE 3—Modified under 1500cc. Time: 12m; Laps: 5; Avg.: 70mph. Miles: 14

					F	G	H
1	88		Jack McAfee	Porsche RS Spyder	1		
2	44	.5	Frank Monise	Lotus MK XI		1	
3	63	16	Ignacio Lozano	Lotus MK XI		2	
4	136	40	John Biehl	Cooper		3	
5	119	41	Robert Plass	OSCA	2		
6	151	42.5	Leon Miller	Lotus MK II		4	
7	188	55	Stan Sugarman	Porsche 550	3		
8	169	56	John Porter	Porsche 550	4		
9	87	79	Paul Ngu	Lotus MK XI	5		
10	75	153	Dr. H. Burgroff	D. B. Panhard			1
11	32	153.5	Robert Holbrook	Crosley Special			2

RACE 4—Production over 1600cc. Time: 12m01.6s; Laps: 5; Avg: 69.98; Miles: 14.

					B	C	D	E	F-II
1	58		Jerry Austin	Corvette	1				
2	516	1	Bob Drake	Cooper					1
3	38	5	Jack Bates	Corvette	2				
4	93	27	Jim Peterson	Jag XK-120M		1			
5	90	28	Cal Bailey	Corvette	3				
6	283	29	Andy Porterfield	Corvette	4				
7	195	30	Bill Love	AC Bristol				1	
8	221	35	Ron Ellico	Mercedes 300SL		2			
9	112	39	Bill Atkins	Mercedes 300SL		3			
10	180	45	Jerry McGee	Corvette	5				
11	7	46	Robert Fletcher	Mercedes 300 SL		4			
12	251	56	Hugh Woods	Corvette	6				
13	14	97	Mell Allen	Corvette	7				
14	17	99	James Orr	AC Bristol				2	
15	83	104	John Haggarty	AC Bristol				3	
16	158	107	Jay Hoke	Austin Healey			1		
17	146	108	Hugh Pryor	Austin Healey			2		
18	74	120	John Hathorn	Austin Healey			3		
19	213	127	Don McQuilken	Mercedes 300SL		5			
20	252	128	James Coffin	Austin Healey			4		
21	18	139	Vern Clausing	AC Bristol				4	
22	41	149	George Sutton	TR-2				5	
23	2	150	Frank Sloan	Jag XK-120		6			
24	73	1L 16	John Sullivan	Doretti				6	
25	52	2L140	George Beavis	Beavis Special					2

Did not finish—48 Gordon Crowder, AC Bristol, broken cam follower; 132, Robert Hoffman, Corvette, overheating, high pressure water leak.

RACE 5—Modified over 1500cc. Time: 11.7.5; Laps: 5; Avg.: 75.6; Miles: 14.

					B	C	D	E
1	98		Carrol Shelby	4.5 Maserati		1		
2	11	6	J. von Neumann	2.5 Ferrari Tes. Ros.			1	
3	211	13	Richie Ginther	4.9 Ferrari		2		
4	70	19	Max Balchowsky	Buick Special	1			
5	8	20	Jack McAfee	3.5 Ferrari		3		
6	59	22	Bob Oker	Aston Martin			2	
7	125	24	Pete Lovely	2.0 Ferrari Tes. Ros.				1
8	69	27	Bob Drake	4.9 Ferrari		4		
9	30	31	Paul O'Shea	Mercedes 300SL			3	
10	66	34	Jim Hall	2.0 Maserati 200				2
11	199	42	Lew Yates	Ferrari Chev.		5		
12	54	57	Rod Carveth	Aston Martin DBRS			4	
13	53	69	John Barneson	Aston Martin DB			5	
14	23	72	John Timanus	1500 Lotus Rdstr.				3
15	196	122	Bill Love	Aston Martin			6	
16	94	1L 4	James Smith	2.0 Ferrari MM				4

Did not finish—149, Bob Bondurant, TR-2, broken piston; 172, Mickey Thompson, Kurtis 500, broken axle.

SUNDAY, NOV. 3

RACE 6—Production under 1600cc. Time: 37m05s; Laps: 15; Avg.: 67.9; Miles: 14. Also sedans.

					F	G	Sedans
1	6		Skip Hudson	Porsche Carrera	1		
2	113	1	Lew Bracker	Porsche Carrera	2		
3	170	55	Ed Vincent	Porsche Carrera	3		
4	99	65	Ed Walsh	Porsche Carrera	4		
5	31	73	Ronnie Bucknum	Porsche 1600	5		
6	19	110	D. D. Michelmore	Porsche 160	6		
7	51	129	Fred Woodward	Alfa Romeo		1	
8	197	130	Mike Roetnor	Alfa Romeo		2	
9	12	1L 78	George Schillreff	MG-A	7		
10	3	1L110	Per Nystrom	Volvo			1
11	13	1L111	Duane Alan	Porsche	8		
12	153	2L 27	Robert Sparks	MG-A	9		
13	272	2L 33	Joe Catron	Volvo			2
14	114	2L 41	Reg Wilson	Volvo			3
15	28	3L 18	Gordon Crowder	Porsche 1600	10		

Did not finish—71 Ron Pearson, Volvo, transmission frozen; 39 Tracy Bird, Fairthrope Electron, spun out, knocked bonnet loose, couldn't tighten securely; 77 Richard Bellows, Porsche Carrera, lost a wheel and spun into sand in sweeper turn; 237 Sam Taylor, MG MK II, dropped a valve.

RACE 7—Women's Race. Time: 24m44.7s; Laps: 10; Avg.: 67.9; Miles: 28.

					B	D	E	F	G
1	59		Mary Davis	Aston Martin		1m			
2	193	5	Betty Shutes	Porsche Spyder				1m	
3	195	16	Linda Scott	AC Bristol			1p		
4	109	1L 38	Shelby Ruttman	Corvette	1p				
5	171	1L 44	Joan Hirsch	Volvo			1m		
6	411	1L 71	Carol Metzger	MG-A				1p	
7	214	2L 14	Carmela Martin	Abarth Spyder					1m
8	146	5L 55	Barb. Windhorst	Austin Healey		1p			

RACE 8—Mod. Under 1500, and First Five from Race 6. Time: 69m50.9s; Laps: 30; Avg.: 72.1; Miles: 84.

					F	G	H
1	88		Jack McAfee	Porsche RS	1m		
2	129	102	Pat Pigott	Lotus Le Mans II	2m		
3	151	1L 16.5	Leon Miller	Lotus Mark II		1m	
4	169	1L 20	Johnny Porter	Porsche 550	3m		
5	188	1L 39	Stan Sugarman	Porsche 550	4m		
6	27	1L 95	Skip Conklin	Lotus Mark XI		2m	
7	19	2L 12	D. D. Michelmore	Porsche 1600	5p		
8	214	3L 58	Dr. Karl Brigandi	Abarth Spyder		3m	
9	63	3L125	Ignacio Lozano	Lotus MK XI		4m	
10	32	4L126	Robert Holbrook	Crosley Spl.			1m
11	87	5L 16	Paul Ngu	Lotus MK XI		5m	
12	75	6L 25	Dr. H. Burgroff	D. B. Panhard			2m

Did not finish—31 Ronnie Bucknum, Porsche 1600, "clunking noises in transmission," ran out of second set of tires and quit; 44 Frank Monise, Lotus MK XI, broke a hub and lost a wheel on turn 3; 136 John Biehl, Cooper, sheared an axle key.

Pebble Beach Charts

SPORTS CAR CLUB OF AMERICA, SAN FRANCISCO REGION, and SPORTS CAR RACING ASSN. OF MONTEREY PENINSULA, 8th Annual Pebble Beach National Championship Road Races. Laguna Seca Course, Fort Ord, Calif.,—1.9 miles.

SUNDAY, NOV. 10

RACE 1—Production Classes G and F. 20 Laps. Elapsed Time: 35 min. 6.8 secs. Avg.: 65 mph: 38 mi.

Pos.	No.	Car	Class	Position F	G	Special	MGA
1	172	Porsche Carrera	Skip Hudson	1			
2	180	Porsche 1600S	Carl B. Meyer	2			
3	170	Porsche Carrera	Ed Vincent	3			
4	9	Porsche Carrera	E. J. Welsh, Jr.	4			
5	122	Porsche 1600S	D. D. Michelmore	5			
6	40	MGA	Jack Dalton	6			1
7	41	Alfa Romeo	Fred Woodward		1		
8	263	Alfa Romeo	Willie West		2		
9	93	MGA	John Free	7			2
10	25	Alfa Romeo	John Shonle		3		
11	155	Porsche 1600 Cpe	Peter Talbot	8			
12	52	MGA	Fraser Sibbald	9			
13	177	MGA	John Stevenson	10			
14	91	Alfa Romeo	George Gartrung		4		
15	88	MGA Coupe	Bob Cole	11			
16	3	Alfa Romeo	Scott Baxter		5		
17	171	MGA	Richard Anderson	12			
18	141	MGA	Ben Thrall	13			
19	147	Alfa Romeo	Robert Phillips		6		
20	81	MGA	John Jordan	14			
21	188	Porsche	Lawrence Hagin	15			
22	114	Alfa Romeo	Robert Lyons		7		
23	7	MG TD	Keith Bryan		8		
24	46	MGA	Jim Hughes	16			
25	49	MG TC	Lendal Gray		9		

Did not finish—32—Robert Potter, MGA; 148 Steve Froines, MGTD; 31 Ed La Mantia, MGA; 137 Charlotte Duncan, MGTF; 33 Gordon Wilson, MGTD; 56 John D. Miller, MGTD; 110 Bob Winkelmann, MGTC.

RACE 2—Production Class E and Above. 20 Laps: Elapsed Time: 32 min. 14.5 sec. Avg.: 70.68. 38 mi.

				B	C	D	E
1	195	AC Bristol	Bill Love				1
2	34	Corvette	Cloyd Gray	1			
3	145	Morgan Plus 4	J. Lewis Spencer				2
4	100	Jag XK 140	Ray Seher		1		
5	84	AC Bristol	Gordon Crowder				3
6	17	AC Bristol	Jim Orr				4
7	146	Austin Healey	Hugh Pryor			1	
8	112	TR 3	Nade Bourgeault				5
9	29	Jag XK 140	Al Lews		2		
10	19	Jag XK 120	Dennis Sullivan		3		
11	76	Corvette	Bob Bent	2			
12	86	Austin Healey	Brett Morehouse			2	
13	78	TR 3	Ted Conrad				6
14	47	Jag 140 MC	Cliff Wright		4		
15	252	Austin Healey	James Coffin			3	
16	196	Corvette	Bob Byrd	3			
17	53	Austin Healey	Robert O'Brien			4	
18	133	Austin Healey	Richard Newhall			5	

RACE 3—Modified. Class H-G-F. 53 Laps. Elapsed Time: 1 hr 22 min 19.4 secs. Avg.: 73. 100 mi.

				H	G	F
1	55	Porsche RS	Sam Weiss			1
2	109	Porsche RS	Jack McAfee			2
3	184	Lotus 1500	Pat Pigott			3
4	12	Porsche 550	Eldon Beagie			4
5	169	Porsche 550	John Porter			5
6	87	Lotus Mk XI	Paul Nau		1	
7	44	Porsche G.T. Carrera	John Barneson	Spl Award GT Carrera		
8	20	Porsche Carrera	Don Dickey			6
9	95	Porsche 550	John Wolf			7
10	167	Lotus Mk XI	Larry Taylor		2	
11	16	Lotus	John Miller		3	
12	70	Porsche Carrera	Fred Block			8
13	79	Deutsche Bonnet	Bill Wood	1		
14	123	Renault Spyder	Glenn St. Louis	2		
15	80	Cooperrati	Roger Mace	3		
16	157	Panhard	Lyle Powell	4		
17	541	Crosley Spl	Harry Eyerley	5		
18	67	Crosley II	Brent Stockell	6		
19	129	MG TF	Randy Cowherd		4	
20	21	Crosley Spl	Marshall Swope	7		
21	156	J. G. Poof	Joseph Graves	8		
22	37	MG Simca	Stan Peterson			9

RACE 4—Modified Class E and Above. 53 Laps. Elapsed Time: 1 hr 15 min 21 secs. Avg.: 80. 100 mi.

				C	D	E
1	125	2.0 Ferrari Testa Rossa	Pete Lovely			1
2	11	2.5 Ferrari Testa Rossa	John von Neumann		1	
3	30	Mercedes 300SLS	Paul O'Shea		2	
4	98	3.0 Maserati	Carroll Shelby		3	
5	190	3.5 Ferrari	Richie Ginther	1		
6	54	Aston Martin DBRS	Rod Carveth		4	
7	154	Aston Martin DB3S	Gil Geitner		5	
8	6	Maserati Zagato Cpe	John Fox			2
9	61	Austin Healey	Gordon Glyer		6	
10	178	MG TD Spl	Wallace Thomas		7	

Palm Springs Charts

RACE 9—Prod. over 1600cc. Time: 36m.06s; Laps: 15; Avg.: 71.7; Miles: 42.

					B	C	D	E
1	58		Jerry Austin	Corvette	1			
2	283	22	Andy Porterfield	Corvette	2			
3	195	23	Bill Love	AC Bristol				1
4	221	39	Ron Ellico	Mercedes 300SL		1		
5	251	50	Hugh Woods	Corvette	3			
6	90	95	Cal Bailey	Corvette	4			
7	93	97.5	Art Evans	Jag. XK 120 M		2		
8	83	150	John Haggarty	AC Bristol				2
9	17	170	James Orr	AC Bristol				3
10	7	1L 4	Robert Fletcher	Mercedes 300SL	3			
11	158	1L 15	Jay Hoke	Austin Healey			1	
12	146	1L 27	Hugh Pryor	Austin Healey			2	
13	18	1L 96	Vern Clausing	AC Bristol				4
14	41	1L154	George Sutton	TR-2				5
15	252	3L 70	James Coffin	Austin Healey		3		
16	74	4L 74	John Hathorn	Austin Healey		4		

Did not finish—38 Jack Bates, Corvette, broken piston; 112 Bill Atkins, 300SL, rocker arm came loose; 213 Donald F. McQuilken, 300SL, locks on cam mechanism broken; 14 Mel Allen, Corvette, car missing at high speeds; 109 Bert Ruttman, Corvette, lost third and fourth gears; 2 Frank Sloan, Jaguar, brakes smoking, came into pits; 73 John Sullivan, Doretti, broken axle.

RACE 10—Mod over 1500cc. Time: 66m. 47s.; Laps: 30; Avg.: 75.5; Miles: 84.

					B	C	D	E
1	98		Carroll Shelby	4.5 Maserati		1		
2	70	7	Max Balchowsky	Buick Special	1			
3	125	12	Pete Lovely	2.0 Ferrari Tes. Ros.				1
4	59	52.5	Bob Oker	Aston Martin			1	
5	8	76	Jack McAfee	3.5 Ferrari		2		
6	211	82	Richie Ginther	4.9 Ferrari		3		
7	30	1L 10	Paul O'Shea	Mercedes 300 SL			2	
8	66	1L 30	Jim Hall	2.0 Maserati 200				2
9	69	1L136	Bob Drake	4.9 Ferrari		4		
10	53	1L139	John Barneson	Aston Martin DB			3	
11	196	2L 52	Bill Love	Aston Martin			4	
12	54	2L165	Rod Carveth	Aston Martin DBRS			5	
13	23	5L 23	John Timanus	1500 Lotus Rdstr.				3

Did not finish—94 James Smith, Ferrari Coupe, had a flat tire; 11 John von Neumann, Testa Rossa Ferrari, cutting out, not firing properly when accelerating; 199 Lou Yates, Jr., Ferrari Corvette, rear end broke loose.

CALENDAR

NOVEMBER

15-17—Macao Grand Prix.
16-17—Los Angeles Reg. SCCA road races, National, Riverside Raceway.
17—LISCA Second Annual "Station to Station" Rallye. Flushing Yacht Basin, N.Y., 10 a.m.
17—Douglas SCC "Gold Cup Rallye," Ocean Park and Bundy, 7 a.m.
17—Long Beach MG Club CYMRIC Rallye, Stonewood Restaurant parking lot, Firestone east of Lakewood, 8 a.m.
17—SCC of Spokane Rallye.
22-24—Cavalcade of Cars and Le Cercle Concours d'Elegance, St. Joseph Hospital, Burbank.
23—Renault Owners Club of America "Turkey — Hare — Hound," Burbank Renault Center, San Fernando Road, Burbank, 7:30 p.m.
24—Northrop Recreation SCC, Rallye, parking lot "H"—120th and Crenshaw, 8:30 a.m.
24—Triumph Owners Club and Glendale F.C.C.A. "Cooke's Toure," Alexanders Market parking lot, Vermont, south of Hollywood, 9 a.m.
24—Compton F.C.C.A., "Two Parks Rallye," Sears Compton parking lot, 9 a.m.
24—Hughes Employees Association SCC, "Rogues Rallery," parking lot behind Kings X on La Tijera, Westchester, 8:30 a.m.
23-24—Sierra SCC 3rd annual Gold Quartz Rallye.
30—Dec. 1—Mexico Rallye to Acapulco
30-Dec. 1—Stygian Rallye SCU.
30—San Francisco, 1st Annual Concour d'Elegance, front of Cow Palace 10 a.m.-5 p.m.

DECEMBER

1—Arrowhead FCC, Master's Rallye, Orange Bowl, Foothill Blvd., Rialto, 1 p.m.
1—USAC National 250-mile stock car race, "Sam Hanks Day," Riverside Raceway.
1—Northern California Region Porsche Owners Club, 1st Annual Choo Choo Rallye.
1—La Jolla Sports Car Club, Relay Rallye, Lawton's Drive In, La Mesa, 9 a.m.
1-9—Bahamas Speed Week, Nassau.
7-8—CSCC road races, Paramount Ranch.
7-8—SCCA, Ariz. Region, road races, Phoenix.

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SHELBY WINS AT PALM SPRINGS

(Continued from Page 1)
on the 6th lap. The mill was cutting out, firing improperly when accelerating. The trouble stemmed from an ignition defect.

The race was lusterless. Shelby rocketed to the front at the fall of Al Torres' flag and stayed there all the way.

Balchowsky was close early and held down 2nd until the finish. He pranged the rear end of Shelby's Maser on turn 2 of the 1st lap.

Oker held down 3rd for 9 tours and then gave way to Lovely, who remained in the 3rd hole until the finale, followed all the way by Oker and McAfee.

Shelby held it down to conserve rubber—and was just able to finish without stopping for tires. His early laps were 2:11-2:12. Late in the going he was lapping in 2:14-2:15 when he could have been knocking it off in 2:08. His fastest tour was 1:46, and he hit a top speed of 154mph down the 4200-ft. main straight.

NEVER PUSHED

It is obvious that the 400hp Maserati, capable of in excess of 200mph, was never pushed.

The wind and rain cleaned the course of rubber, and the raw concrete and asphalt raised more trouble with tires than in any event in the history of So. Calif. road racing.

Miraculous, however, is the fact that Balchowsky used the same set of tires for yesterday's 5-lap qualifying race and today's grind.

From the 5th to the 30th lap, McAfee had it all his own way in the under-1500 for modifieds. He won with ridiculous ease by 1:42 as he averaged 72.1mph.

Following the Sherman Oaks ace, on hand after a quick trip to Germany, were Pat Pigott of Bellingham, Wash., 1500 Lotus Lemans; Leon Miller, Burbank, Lotus Mk. XI; Johnny Porter, Newport Beach, Porsche 550, and Stan Sugarman, Phoenix, Porsche 550.

Twelve out of a field of 17 finished.

Miller's feat in an 1100 class G machine was commendable.

Ignacio Lozano, Lotus Mk. XI, was in the van for 3 laps when his cockpit filled with smoke. After waiting for 4 laps, he fired up and finished 9th overall. Pigott was the leader until McAfee took over.

Frank Monise, up near the front early, was forced out on the 5th lap when he broke a hub and lost a wheel on turn 3.

ROUGH ON TRIES

To illustrate how rough it was on rubber, Ronnie Bucknam, Porsche 1600, ran out of his 2nd set of tires and this, compounded with transmission woes, caused him to call it quits.

The real duel in this go involved Pigott and Bob Drake, Formula II Cooper, who was in 2nd place when he was forced out on the 23rd. Pigott then moved in, and Miller continued his relentless progress from far back to finish 3rd.

McAfee lapped everybody except Pigott, who did a terrific job after missing yesterday's qualifying race. He lost a wheel after 2 laps of practice.

Jerry Austin, Arcadia, who has been knocking 'em dead in his Corvette, whacked the field easily in the race for production cars over 1600cc. Jack Bates, Corvette, was 2nd when he went out on the 8th with a broken piston.

The small production car race was a smasher. It was a fierce duel between Skip Hudson and Lew Bracker, both in Porsche Carreras, with the former winning by 1 sec. Lew was leading when he hit the straight on the 15th and last lap, where—Heavens to Betsy—he ran plumb out of petrol! He just did get across. In lightening the load, he had miscalculated by 3 thimblefuls of gasoline! It was really tough.

The sedans were combined in this one and Per Nystrom, Volvo, snared it.

Mary Davis, Aston Martin, led all the way to win the women's race.

SHELBY WINS

Yesterday's 5-lappers were won by Shelby (after a hectic early duel with Mickey Thompson, kaput when his Cad Kurtis broke a rear axle); McAfee, Austin; Mary Davis, and Bracker.

It is important to note that Jim Peterson, driving the Jag XK120M which he formerly owned, returned to the wars and took 4th behind Austin in the big production car race, belting a flock of Corvettes, AC Bristols and 300SLs. Probably nobody in a class C Jag XK could do this except Peterson.

Some 10,000 fans saw the races today. They were sponsored by the L.A. Region of SCCA, with George Cary acting as coordinator.

HEY, JAG DRIVERS

American branches of the Jaguar Drivers' Club are now being formed, according to Gene Babow, who asks interested persons to write him at 116 Laurel Grove, Kentfield, Calif.

Babow says the JDC is officially recognized by the Jag factory and Royal Automobile Club. Main branch is in London, where Sir William Lyons reigns as president, with 1,000 members enrolled.

The burro is the only animal with a sense of humor.—Harry Oliver.

Riverside Races

(Continued from Front Cover)
by the TR tooled by Pete Lovely, Seattle smoothie; Frank Arciero's 4.9 (probably Bob Drake), Richie Ginther, John Edgar's 4.9, and several more, including Lou Yates' Corvette-powered job, Jack Bates' Monza and Bruce Danielson's Mondial.

The small-bore modified class competition should prove hairy, with chaps like Sammy Weiss, Sacramento; Jack McAfee of Sherman Oaks, Johnny Porter of Newport Beach, and John Max Wolf of Colorado Springs gunning Porsches.

Lotus-lovers out to stun them include Ignacio Lozano, John Timanus, Skip Conklin, Leon Miller and redhot Pat Pigott of Bellingham, Wash., who has proven his mettle at Palm and Pebble.

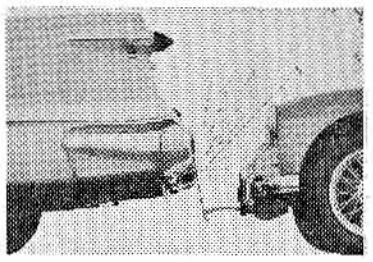
BALCHOWSKY ENTRY

Back to the big-bores for a moment, there are several specials worthy of mention—Max Balchowsky's backyard Buick bomba whose wheel he'll divvy up with Eric Hauser; Terry Hall's 4488cc Talbot GS; Joe Huffaker's 4678cc amalgamation of a Monza Ferrari body, Chevy mill and Jag gear box, to be driven by Fred Knoop of Atherton; and a 2960cc blown Darrin Special.

Other noteworthy trophy-seekers include Bill Love, Pebble winner, and Gordon Crowder, AC Brstols; Bob Drake, Bob Oker, and Rod Carveth, Aston Martins; Fred Woodward, Alfa; Jerry Austin, if he gets the medic's okay, and his Corvette is repaired after its crash at Pebble; a Formula III brigade topped by Harry Morrow, Cliff Heselton, Gene Levin and George Holcomb; and John Hathorn and Jim Coffin, Austin Healeys.

Five races are billed starting at 1 p.m. Saturday; seven on Sunday, starting at 12 noon.

Jim Rush, Chevy chief in Gardena, invites Corvette and other sports car owners to visit his competition tuning department.



QUITE ALARMING — Sonic Shield sounds warning when another car hits vertical rod held by spring in front of your own sports car. Charlie and Marion Weber of MG Mitten fame are distributors for the gadget, which certainly should cut down bumper and grille repairs.

TOP DRIVERS PILOT SIMCAS IN RALLYE TO ACAPULCO

A rallye team of three 1958 Simca Aronde sedans has been entered in the 24-hour "Rallye Nacional Mexicano Acapulco" Nov. 30-Dec. 1 by Simca Auto Sales, Inc., distributors for the French cars here, according to Willy Witkin, president of the company.

Witkin announced that Chuck Daigh of Long Beach, Ken Miles of Hollywood and Marvin Patchen of West Covina will pilot the cars and that Dick Flude of Hermosa Beach, Nick Marechal of West Los Angeles and Dick Kermode of Glendale, all top navigators, would co-pilot on the winding route from Guadalajara to Acapulco.

The Simca Arondes entered in the Mexican event are the "Elysee" model 4-door sedans with the reclining seats. No modification, other than the addition of rally-type odometers, will be made to the cars for the event.

(Rules and entry blanks for this event, which has a prize list of $24,000 U.S. are available from MOTORACING.)

LOVELY PEBBLE BEACH VICTOR

(Continued from Page 1)
built in 38 days! Work started last Sept. 16, and the course was completed Oct. 23.

And the meet was so successful that they practically paid for the cost in their first show. The tab was about $100,000.

VON NEUMANN 2ND

Lovely won the 53-lap, 100-mile headliner after a spirited duel with John von Neumann, of Hollywood, driving a more powerful 2.5-liter Testa Rossa, the car with which he had won successive races at Sacramento, San Diego and Pomona, only to break his string Nov. 3 at Palm Springs.

Von Neumann was 2nd, 12 seconds back, followed by Paul O'Shea, Port Chester, N.Y., the big class D National SCCA point leader, driving one of George Tilp's two Mercedes-Benz 300SLS coupes; Carroll Shelby, Dallas, 3-liter Maserati, and Richie Ginther, Santa Monica, 3.5 Ferrari. Only 10 finished.

Von Neumann, his car ideally suited for this course, charged out in front at the start and held the lead through 42 of the 53 laps. On the 43rd, von Neumann lost 3rd gear while shifting from 2nd—and it was Lovely from there on in.

Ironically, Lovely took von Neumann along that part of the circuit where he lost ground to the Viennese on each lap—the grade past the pit area and through turn 1. It was here that Johnny widened the daylight over Pete because of superior power and acceleration. But Lovely, whose expression never changes before, during or after the race, was able to pull up to within 8 or 10 feet of the silver Ferrari during a good share of the race.

Joe Landaker didn't even take the 4.5 Maserati out of John Edgar's huge van. It had too much steam for this course; instead, they went with the 3-liter machine. And this didn't turn out.

TIRE TROUBLE

The Shelby camp said the new Pirelli tires which were used didn't provide any kind of bite—and the effort was one of the weakest for the nationally-known Shelby.

The first time around it was von Neumann, Shelby, Lovely, Ginther, O'Shea and Sam Weiss, of Sacramento, the under-1500cc victor in a Porsche RS Spyder.

On the 3rd lap, Shelby spun at the top of turn 6 when his right rear brake seemed to lock. He fought hard to correct slamming down the banked, snaky turn, chopped up some hay and lost only enough time to allow Lovely to move into 2nd. Pete was never out of that position until the 43rd.

Shelby dropped farther back on the 9th, when O'Shea passed him on the sharp turn leading past the pit area.

And this was the way they went until the finale, with the exception of the change in positions involving Lovely and von Neumann.

There was one other big and

(Continued on Page 10, Col. 1-2)

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LOVELY PEBBLE BEACH VICTOR

(Continued from Page 9)

important item, nowever—Weiss might have taken the whole show, judging by the way he was moving. The sensational Weiss, who routed the field in the under-1500 and who beat Lovely, piloting the same Ferrari, at Arcata, was flying when he tried to pass Shelby on the 20th lap, clouted the hay on turn 9 and dented his front left fender. He pulled into the pits, they pulled the fender out, but Sam figured he had lost too much time and did not re-enter.

Lovely averaged about 80mph. His time for the 100 miles was 1 hr. 15 min. 21 sec. Incredible as it may sound, the folks up here still stage races (a National SCCA, yet) without timing equipment. They can't afford it, they allege.

Lovely, who is 31 and has been racing sports cars for 4 years, posted the fastest time of the day after he passed von Neumann—113.6mph through the traps. Von Neumann hit 111.6 mph and had a 1:25.2 lap.

4TH LAST YEAR

Pete has competed in 4 of the Pebble Beach classics, and in the spring of 1956, the last time it was held at its old locale, he took 4th in the famed Porsche Cooper.

The biggest thrills of the day were provided in the under-1500 for modifieds by Jack McAfee, of Sherman Oaks, who finished second behind Weiss in a 100-miler. Weiss won with plenty to spare, averaging 73mph.

But the real race was between McAfee and Pat Pigott, the Bellingham, Wash. ace in the 1500 Lotus. Jack, driving Stan Sugarman's Porsche with the old Sebring factory RS engine, caught him at the top of the hill when Pat braked, and went on to nip him narrowly by one car length for 2nd place.

Jack, who was forced to start last because he did not race in yesterday's 5-lap qualifier, was given a tremendous ovation by the huge crowd.

In yesterday's practice, McAfee tossed a rod in the brand new RS engine which had arrived only two days before from Germany. Jack phoned Los Angeles and they sent up the old Sebring engine. It arrived at 1:30 a.m. today, and Jack, Jim Connors and Harry Jones went to work. They just did have the car ready for today's action.

Pigott was going at 106-108 mph through the traps as compared to 101 for McAfee, but Jack was making up for it in the corners. He never had the old engine over 7500rpm.

As usual, Weiss was off like a bomb, and turned the 3rd lap in 1:28½. By the end of 10 laps he led Pigott by 6 seconds, and 5 laps later held a 10-second margin, lapping in 1:26½.

Meanwhile, McAfee, driving a great race, picked up 18 seconds on Pigott in 10 laps. He cut the time between the two to 12 seconds; then it was 6 seconds, and finally he caught the Bellingham Flyer going into turn 6.

Eldon Beagle and Johnny Porter, in Porsches, were 4th and 5th, respectively.

LOVE VICTOR

The 20-lapper for big production cars was won by Bill Love, San Bernardino, AC Bristol. He beat out Cloyd Gray's Corvette, with Lew Spencer, in Rene Pellandini's sleek Morgan Plus 4, taking 3rd. Spencer was protested for passing cars while the ambulance was on the course.

In this race Jerry Austin, Arcadia, who has been winning a flock of races in a Corvette, was painfully but not seriously injured. He suffered several crushed ribs; X-rays at Monterey Hospital revealed no fractures. At this writing he's planning to race at Riverside this coming weekend.

On the 1st lap coming out of turn 1, Bob Byrd, Corvette, spun and while his car was out of control it nudged Austin's car, which went into a spin and wound up climbing the bank. Gray took the lead, only to relinquish it later to Love.

While the ambulance was on the course, long after Austin had crashed, Ron Ellico, Mercedes-Benz 300SL, was able to get up within shooting distance of Love. Later, however, Ellico went out on turn 4 with a broken axle.

Skip Hudson, in Dan von Herman's Porsche Carrera, was an easy and impressive victor in the first race for the small production racers, followed by Carl Meyer and Ed Vincent, also in Porsches, who staged a hectic duel all of the 20 laps.

In this race, Steve Froines became the most serious casualty of the weekend when his MGTD flipped when he struck the hay bales coming out of turn 7. He was reported to have suffered a concussion. Officials later removed the hay at this point, feeling it was more hazardous on than off.

Winners of yesterday's qualifying races were Shelby, Pigott, Austin and Hudson. Jay Hoke, Austin Healey, flipped, but was unhurt on turn 8, and Max Balchowsky, Buick Spl., lost his right rear wheel between 2 and 3 while hitting it over 100mph. He did not race today when he was unable to secure a needed 1954 Lincoln brake drum.

Practice Session At Paramount

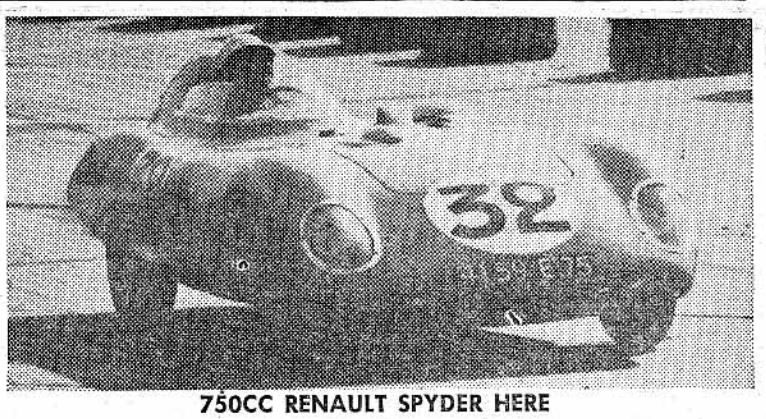
Paramount Ranch practice sessions are becoming the popular pastime for Southern California's sports car enthusiasts who don't necessarily crave to dice under competition conditions, yet wish to derive the thrills of going fast on a top course.

Another session is billed Sunday, Nov. 24 on the famed Agoura strip. As usual, helmets and safety belts are mandatory. Fred Baker, Mojave, sustained slight injuries Nov. 10 but observers said a roll bar prevented serious injury. Baker was piloting the John Lawrence Spl. just purchased by Dr. Hildreth Hoppe. He lost control on Turn 7 and went through the corrugated metal wall of a building, coming to rest inside the structure.

He was released after undergoing treatment for cuts and bruises at Northridge Hospital.

DKW ON TOP

DKW swept the first 6 places at the recent Le Landeren-Lignieres mountain race in Switzerland. In the standard touring car class, Meyrat, Vuillemier, Rumpl, Harre and Giger triumphed. The race counts towards the Swiss International Touring Car Championship.



750CC RENAULT SPYDER HERE

FERRY RENAULT RIVERSIDE ENTRY

Arriving last week from Paris by air and being readied for action at the SCCA National races at Riverside this weekend (Nov. 16-17) was the highly-touted 750cc Ferry Renault Special.

A top driver, Jim Parkinson, of Burbank Sports Car Center, will pilot the car for its owner, Johnny Green, who purchased it on his recent trip to France.

The car, said to be the fastest 750cc racer in the world, was built by Pierre Ferry, Parisian automotive engineer. A front-engined Renault, the little 4-cylinder car has a 5-speed transmission and is reported to have been pushed up to 120mph in France.

The body is all-aluminum. It weighs just about 1000 pounds. The car is now on display at Parkinson's Renault Center, Burbank.

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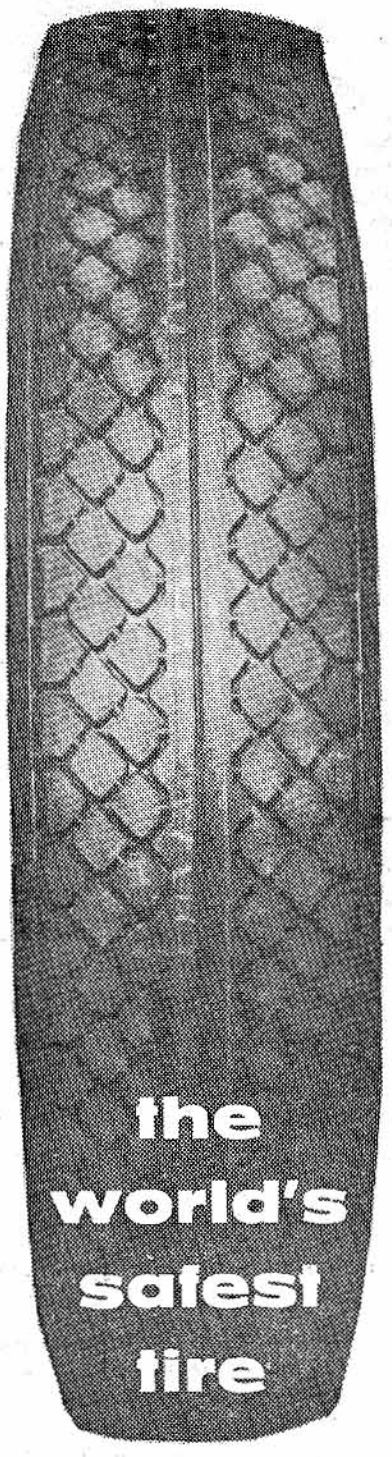

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Yarter President of Pro Racing Group

Ned Yarter, LaCrescenta, has been elected president of Road Racing Register (RRR), succeeding Floyd Burt, Inglewood, resigned.

The pro sports car dicing body also disclosed acceptance of resignations from Arnold Krause, Bellflower, and Mrs. Marguerite Theusen, Los Angeles.

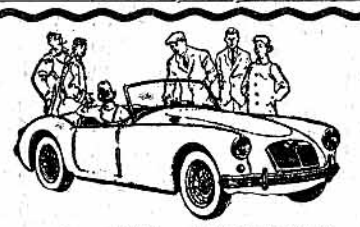
Plans have been firmed for the staging of RRR's next meet Dec. 14 on a new 2-mile course on the grounds of the Orange County Fairgrounds. Contracts have been let for the addition of a slight amount of paving, and RRR officials feel confident that the course will prove one of the finest on the Coast.

TV MOTOR SHOWS

Television shows of interest to Southern California motor enthusiasts include Sports Car Review, sponsored by Valvoline every Monday night following the 10:30 p.m. news broadcast on KHJ-TV, Channel 9, and Harry Schooler's Motor News and Views presented Saturday at 4 p.m. on KTLA, Channel 5.

DEFINITION

MIRACLE—An act or event out of the order of nature and unaccountable, as beating a normal hand of four kings and an ace with four aces and a king—Harry Oliver.



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